

THE ARCHITECTURAL REVIEW VOLUME CXXV NUMBER 744 JANUARY 1959 FIVE SHILLINGS



preview 59

TANNIN protected them through centuries from corrosion ..

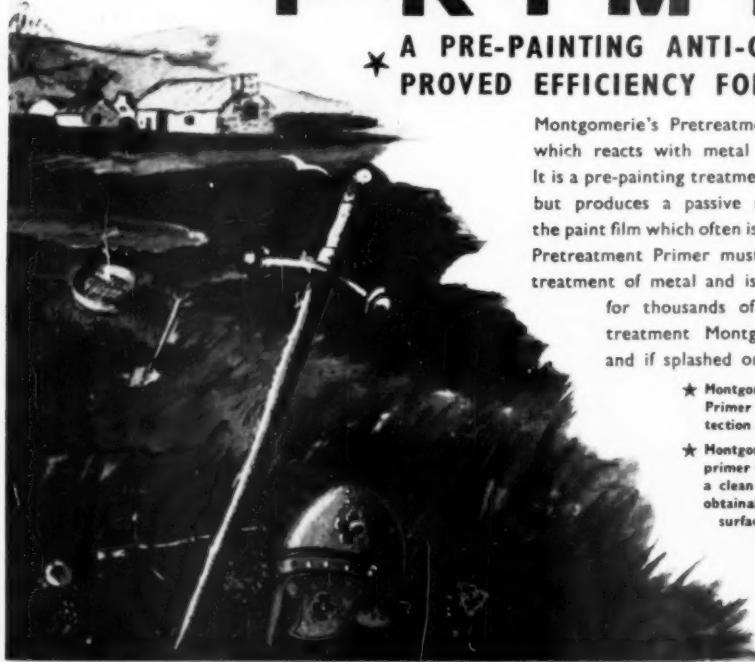
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MARGINALIA

Atlantic Coast Rotunda

An off-lying geometrical feature seems to be mandatory for Hotels Fabulous, but France, in spite of a fair number of *Hotels Fabuleux*, has not contributed much to this branch of the architecture of pleasure so far. Some redress to the balance of prestige has now been made, however, by the Hotel de France at Chonakry on the Guinea Coast (architects: Lagneau, Weill and Dimitriev). This has an almost free-standing circular restaurant, 1, within twenty metres of the Atlantic breakers. In both the design and the detailing of this rotunda one senses the active collaboration of the architect's consultants, particularly Charlotte Perriand and Jean Prouvé; notably a characteristically Perriand use of carefully selected furniture by designers other



L'Architecture Francaise
1. circular restaurant at Chonakry, French Guinea.

than herself, such as the Hille chairs in 2, and the ingenious system of outward folding double doors, alternately of grillage and glass, that permit optimum presentation to the view, and maximum natural ventilation.

Atmosphere in Moscow

The fifth congress of the International Union of Architects was held in Moscow in July, and was concerned chiefly with town-planning. As was more or less inevitable with so large an organization—and one that has never ceased to maintain contact across the iron curtain—progressive good will had to be nurtured by the realities of diplomacy, and the agreed resolution on town planning problems that has finally emerged is a cautious and middle-of-the-road document, valuable chiefly for the way in which it sums up the

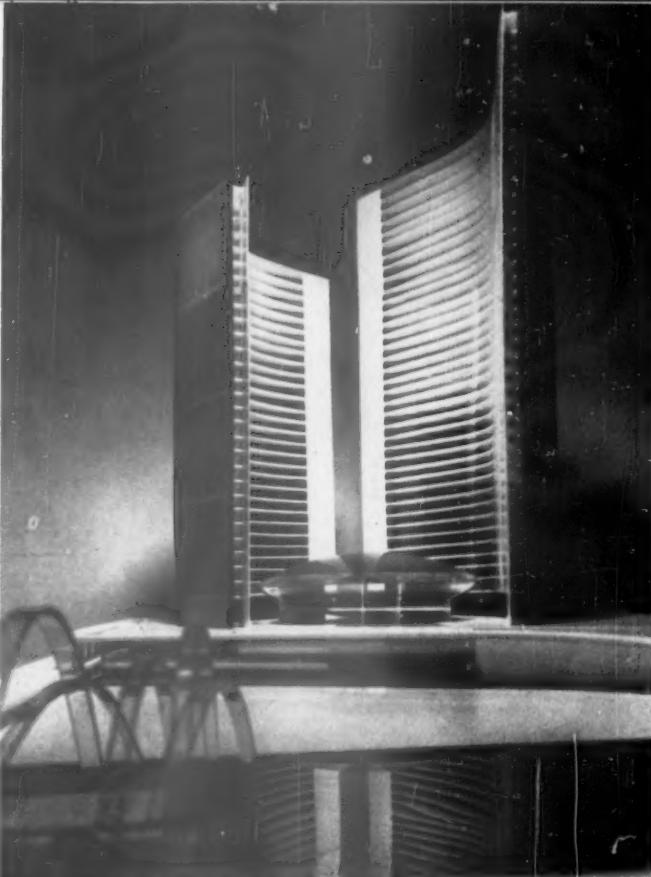


Bauwelt
3. student diploma scheme shown at the IUA.



Bauwelt
4. another student scheme.

points and attitudes on which the majority of world architects can be taken as unanimous on town planning questions: overall national plans, regional plans, master-plans for individual towns, neighbourhood as basic planning unit, rationalized circulation, a humane aesthetic of urbanism, compulsory purchase, local administration of local planning, need for research, the need for architects to take control coupled with the belief that architects are, by their education, especially qualified to do so.



5. winning design for a new civic square and city hall for Toronto.

Over and above the official business of the congress there was, of course, the opportunity to make personal contacts, to see how Russia's early monuments of the modern movement were surviving (very well, in most cases) and to appreciate the extent and progress of the *thaw*—which has proceeded at a remarkable pace if the student diploma-schemes, 3 and 4, that were shown are anything to go by.

Toronto City Hall

The winning design in the second phase of the two-stage competition for a new civic square and city hall for Toronto, 5, is the work of the Finnish architect Viljo Rewell; collaborators, Heikki Castrén, Bengt Lundsten and Seppo Valjus. As the model shows, the hall when completed will comprise three main structures—a circular council-chamber in the centre, standing above a circular hall for the execution of civic business, and partly enwrapped by two tall slabs of boomerang-plan, housing office accommodation. The floors in these slabs are cantilevered forward from a solid reinforced-concrete back wall, and the fenestration is all on the inner faces of the slabs, looking into the partially-enclosed space above the council chamber. In the foreground of 5, is the pool that will occupy a large part of the unbuilt area of the square, on the axis of the old city hall, which would lie to the right in this view.

In spite of its outstanding originality, and the unanimity of the jury in making the award to this design, Rewell's scheme was fairly sharply criticized by some of the assessors, and a minority report, accompanying the 'Unanimous' award, and signed by Sir William Holford and Professor Gordon Stephenson, drew attention to the following points: the orientation of the blank back walls of the

office towers towards the surrounding streets, long and complicated internal communications, excessively bare and open piazza, poor views out from the council chamber, and serious doubts as to the possibility of erecting so advanced and complex a structure within the price-limits proposed. However, the minority report goes on to suggest that the city of Toronto should be prepared to increase the financial appropriation allocated to the city hall, in order to 'realize the design and preserve its integrity,' rather than attempt to trim the building to fit the finance. The situation has a familiar ring—good architecture costs money, the best architecture costs a lot of money—but in a competition where a need for reasonable economy had been urged, one does not envy the plight of the assessors.

Cultural Centre for The Hague

Acting upon a recommendation made by W. M. Dudok in his studies for the replanning of the area near Berlage's *Gemeentemuseum*, on the edge of the Scheveningse Bosjes, the town council of The Hague decided in 1956 to put in hand the creation of a Cultural centre, on a site adjoining the museum. The design was entrusted to J. J. P. Oud and his solution is seen in 6—an extension to the back of the *Gemeentemuseum*, at the left; a large complex block, containing concert-hall, theatre, conference rooms, indoor sports facilities, etc.; an open square, between these two main structures, with a seventeen-storey hotel tower at the corner furthest from the museum extension; double-deck car-parking facilities, the upper deck at ground level, forming a further open square at the back of the main block, partially enclosed by a low block on its northern side, containing a small cinema at its extremity.

The relatively wide-open quality of the planning enables a fair amount



L'Architecture Francaise
2. Hille chairs in the restaurant at Chonakry, French Guinea.



6. Layout of the proposed cultural centre for The Hague; the Gemeentemuseum is at the top left, with its extension linked to it by the rotunda. The new work lies to the right of the open square and has another square for car parking on two decks, behind it.

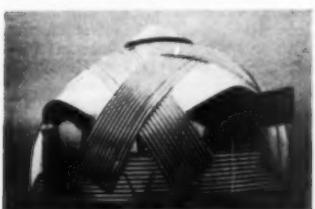
of building to be put on (or rather, round the edges of) the site without breaking the relatively low-density development pattern of the area, and also facilitates, within a fairly free system of grouping, a high degree of axial formality within the individual blocks.

Domes from Sheet

Until recently the structure of geodesic domes designed by Buckminster Fuller has appeared to consist of metal struts occupying the lines of the geometry, or metal plates occupying the spaces between the lines. The results have been sophisticated and have lost the do-it-yourself quality of some of his earlier work. Now, however, that quality has returned in a most spectacular way, in a series of smallish domes in which the structural material is used in untrimmed sheets overlapping like scales. In the US, a number of recent projects inspired by Fuller have been realized in plywood in forms like 7, and in South Africa a Fuller Seminar in the Department of Architecture of the University of Natal produced the version seen in 8, in reclaimed aluminium sheet. Both illustrate with crude force that Geodesic is neither an aesthetic nor a particular way of using particular materials. However, the characteristic approach to geometry remains, in an unobvious way, and is to be found in the



7. Dome of plywood in the US.



8. Dome of reclaimed aluminium sheet in South Africa.

laying-out of the holes through which pass the bolts or pegs used to hold the structure together and, simultaneously, to determine its form.

CORRESPONDENCE

Liturgical Brief

To the Editors,

SIRS, To an outsider the attitude implicit in some of the correspondence under this heading appearing in your August issue, namely that works of art are desirable in a church or cathedral because they may turn the casual visitor into a worshipper, seems peculiarly misconceived from the artistic, and, one might also have thought, from the religious, point of view. True worship must surely depend on inner conviction, not on external stimuli (as to the Christian attitude to works of art, see Ruskin's Stones of Venice, volume 2, para. LVIII, at pp. 94 and 95 in the Everyman Edition). And to evaluate the merit of the works in a church by any reference to their potential effects as means to encourage the beholder into a particular religious fold is surely an aesthetic, if not a religious, heresy.

In such matters the Church must be in the same position as any other individual or institution who, in building and decorating his premises, gives expression to his functions, his tastes, his feelings and his convictions. If the result is the creation of beauty, we are duly thankful, as we are for the gothic cathedrals, the churches of Wren, or the minarets of Kairouan, irrespective of whether or not we happen to subscribe to the particular forms of belief or worship that inspired them. And, while we may also tend to think more highly of an institution capable of causing such beauty to be created, we will only do so if we feel that its members' proper pride and pleasure in their creation is not in any way based on an assessment of its potential efficacy as an engine of propaganda.

Yours, etc.,
BRIAN H. BLISS,
London, S.W.10.

Definitions

To the Editors,

Sirs,—You would oblige me very much indeed by giving exact definitions of the following terms, which occur regularly in your excellent periodical.

For your convenience I give for each term one of the places where

they can be found, all in No. 122 (1957).

- Controlling Partners, p. 301.
- Architect-in-Charge, p. 264.
- Partner-in-Charge, pp. 338, 371, 407.
- Assistant-in-Charge, p. 338.
- Associate Architect, p. 407.
- Executive Architect, p. 99.
- Assistant Architect, p. 407.
- Project Manager, p. 323.
- Associated Partner, p. 371.

Yours, etc.,

D. VAN DER KELLEN,
Documentation Scientist.
Delft, Holland.

After some research, the Editors reply:

Dr. van der Kellen's difficulty, which is shared by a number of our overseas readers, stems from the variety of different types of administrative organization that have grown up in the last few years in architects' offices. The old concept of a single architect at the head of a pyramidal hierarchy of assistants has now virtually disappeared—except, curiously enough, in municipal and other local government offices which are still, legally speaking, directed by a single person designated by some such title as 'County Architect,' or a similar form of words to fit the type of authority concerned.

Otherwise, even an office headed by a well-known personality tends to be registered as, e.g. 'Sir Top Person and Partners,' and practically all major offices are now partnerships. A large number of these profit-sharing arrangements were founded over ten years ago, and have recently added a second group of partners, almost equal in rank, partly to deal with an increased volume of work, partly to reward outstanding services to the office, or to prevent valued assistants from moving about from office to office, by giving them a stake in the profits. Thus an assistant who was the 'Assistant in charge' when first assigned to a particular building may have become the 'Partner in Charge' by the time of its completion.

Bearing in mind that almost all the terms about which Dr. van der Kellen has enquired are incapable of exact definition because they reflect only grades of prestige that are incommunicable outside the office to which they refer, one can nevertheless assume a hierarchy of roughly the following shape. Ultimate control will be vested in a small group of 'Senior Partners,' supported by a group of 'Junior Partners' or 'Associates,' all of whom have some stake in the profits. Next comes the highest grade of salaried employees, the 'Senior Assistants,' supported by lower grades of assistants. A building designed by such an office will, however, usually be credited in approximately the following form:

'Pleasure Dome in Xanadu. Architects: Corbel, Bracket and Partners. Partner in Charge: Herbert Bracket. Associated Partner: William de C. Console. Assistant in Charge: Dennis Dripstone. Assistant Architects: George Gargoyle, Sidney Spout.'

This can fairly safely be interpreted as follows: Herbert Bracket, a Senior Partner, took general administrative responsibility and approved the design, and Console, a Junior Partner, still young enough to insist on his romantic middle initial, made decisions in Bracket's absence, and probably dealt with day-to-day contacts with the clients. The actual conception of the Dome, however, was Dripstone's work—he produced the original sketch designs, briefed the engineers, dealt with the contractors on the site and supervised the detail-work of Gargoyle and Spout. In another office external responsibilities

might have been differently distributed, and Dripstone might have been described as 'Project Manager' or 'Executive Architect.' On the other hand, these terms might equally have been applied to Console, or Bracket and Console might together have been described as 'Controlling Partners.'

As will be seen, the exact meaning of these terms can only be given in the context of a particular office and a particular building, but it is hoped that the description given above affords some general sense of the approximate relative rank of the various titles. No such approximation can be given for 'Associated Architect,' who might rank equally with Bracket, Console or Dripstone, and is likely to be an outside designer, or one borrowed from a collateral partnership. In a local government office, however, 'Architect in Charge' is not likely to apply to anyone but an architect discharging Dripstone's responsibilities.

INTELLIGENCE

The LCC is considering a site near Hook, Hants, which they have selected from 70 possible ones, for their first New Town and has approached the Hampshire County Council and Hartley Wintney RDG to investigate its suitability.

A competition for designs for small houses is being sponsored jointly by *Ideal Home* and the RIBA. It is open to corporate members of the RIBA and the closing date for entries is January 30, 1959.

Benthall Hall, Shropshire, has been given to the National Trust who will carry out repairs and open it to the public during 1959.

The British Pavilion from the Brussels Exhibition will be on view at the *Ideal Home* Exhibition next March.

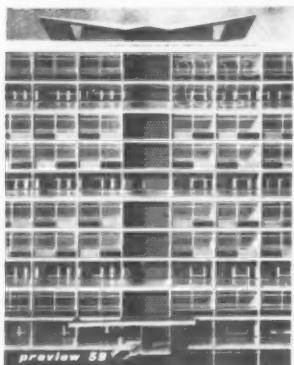
More than £4,000 in prizes are offered to the winners of a competition, open to anyone, for a long term plan of highway development in the London area organized by the Road Campaign Council. The closing date for preliminary entries is April 30, 1959.

ACKNOWLEDGMENTS

COVER: Galwey, Arphot. MARGIN-ALIA, pages 1-2; 7, Buckminster Fuller; 8, Kodak Ltd. FRONTISPICE, page 4, Toomey, Arphot. PREVIEW, page 11, top, page 15, bottom, page 33, bottom, page 39, page 49, top three, Alfred Cracknell; page 11, bottom, page 12, top left, page 50, top, page 56, bottom, LCC; page 12, top right, page 24, bottom, page 34, bottom, page 61, bottom, Sydney W. Newbery; page 12, bottom, de Normanville Studio Ltd.; page 15, top and centre, Photofinishers (Sheffield) Ltd.; page 16, page 27, top, page 28, page 31, page 34, centre, page 40, top two, page 46, page 50, bottom, page 55, top, page 56, top and centre, page 62, page 66, bottom, Galwey, Arphot; page 23, bottom, Lewis and Orgler; page 24, top, Colin Tait; page 27, bottom, M. of W.; page 33, top, Colin Westwood; page 40, lower two and page 41, Tella Co. Ltd.; page 45, top two, Philipson Studios; page 61, top, Studio Cole; page 61, centre two, W. E. Middleton and Son; page 65, top and bottom right, Archie Handford Ltd.; page 66, top, Bedford Lemere and Co. Ltd.; page 68, Wallace Heaton Ltd. COUNTER-ATTACK, pages 71-78, Nairn, Arphot.

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THE ARCHITECTURAL REVIEW



This Month's Cover previews a new block of flats (further described on p. 63 of this issue) designed by the city architect of Coventry, for a site in Queen Street in that city. The importance of this design lies not only in its quality as architecture, but also in its location, in a comprehensive development area near the centre of the town—a mark of the shifting of emphasis in housing from the fringes of our cities to their hearts.

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THE ARCHITECTURAL REVIEW

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FIVE SHILLINGS



The variable progress of modern architecture in this country is the subject of the article that begins opposite. This variability is illustrated on the left by a contrast between two cities: Coventry and Hull, photographed recently by the REVIEW's aerial team. They are about the same size, both were severely damaged in the war and both have made one formal axis the pivot of their reconstruction. But while Hull's axis (lower picture) remains a geometrical exercise, not conceived in three dimensions nor related to the pattern of the city and the life that goes on there, Coventry's is a living centre of the city's life. Pedestrian and motor traffic are separated but not segregated, there are multi-level shops, back-area parking and a first-rate hotel, and the spire of St. Michael's gives a meaningful end to the view where Hull can manage only a misunderstood *rond-point*. All this is the result of the vision and dogged persistence shown by Coventry's city architects and those who have given them support.

In spite of a degree of clumsiness in some of the architecture (which is almost irrelevant in this context) Coventry's is the one rebuilt city-centre Britain can be proud of. Apart from some good things about Canterbury, we can take no pride at all in any of the others. Hull, Exeter, Swansea, Plymouth (though this city may be rescued by its bold new project for a pedestrian civic square), Liverpool and Southampton are all melancholy places to visit. The standard of design is dreary, and such cities as did lay down an intelligent plan after the war failed to implement it successfully.

But if the great planning opportunities have been missed, it is still not altogether too late, as several recent projects show (Hull technical college; AR Preview issue, January 1957—closing the main axis pictured here; Plymouth's proposed civic offices; Sheffield's central-area housing illustrated in this issue), to inject some architectural distinction into these cities, given the right architects in the right places, intelligently supported by their councils and committees.

FOREWORD

The contents of this annual issue, which is designed to provide the reader with a glance ahead at new buildings now going up or in the early stages of construction, also serves as a barometer recording the progress modern architecture is making in this country. In particular it indicates, year by year, the speed at which modern ideas are establishing themselves in buildings of different types, and it naturally invites questions about the reasons why one building type shows itself more progressive than another, as well as the reasons behind progress or lack of progress generally.

It has been a noticeable feature of the architectural scene since modern architecture first reared its iconoclastic head in the nineteen-twenties, how some types of building reacted to it immediately, while others have hardly reacted to this day. At first, one seems to remember, it was chiefly private houses (which, incidentally, are not included within the scope of these issues) that led the way. That was only to be expected. The ideas that had been developing on the Continent of Europe during a couple of decades first took root in Britain in the minds of members of the intelligentsia or individuals with cosmopolitan connections, for whom to build a house for their own occupation embodying these ideas was an obvious way of expressing their interest. It was an equally obvious move for architects to build houses for their own occupation. Another reason was that those who, whether they themselves understood the principles of modern architecture or not, wished to give an architect of the modern school a chance, found in the private house an opportunity of doing so without risking large capital sums or involving other people in an enterprise which—to them as well as to others—was essentially experimental.

Later, a few industrialists and commercial developers became experimental patrons of modern architecture, chiefly out of conviction or out of interest in it aesthetically; there was very little appreciation in the early days of the practical contribution modern architects could make to the economics of building, either through planning or structure. Perhaps the fact that the first examples had been mostly private houses, which served a wholly traditional purpose and demanded little in the way of structural innovations, was partly responsible for this.

Up to 1939 the modern buildings that were not private houses were mostly flats, hotels,

small shops, department stores and factories, the result of private patronage, exercised individually or through the influence of far-sighted members of boards and committees. What persuasive powers the architects themselves were able to exercise were likewise individual; they had no public opinion behind them or support from an informed press—other, of course, than the professional press. Moreover there was virtually no official patronage of modern architecture, either on the national or the municipal level.

Things changed a good deal after the war, but not because of any greater interest in modern architecture shown by the organizations that mould public opinion, such as the press. Modern architecture was beginning to prove itself, although slowly; that is, the pre-war propaganda about the practical utility of its ideas was beginning to have some effect, aided by the discipline that post-war financial stringency imposed. More important, public authorities, in whose hands was the responsibility for the bulk of post-war building, became less cautious about allowing free expression to modern methods of planning and modern building techniques. Schools, as we are still so continually aware, were in the lead, and it can hardly be overestimated how much modern architecture owes to the fortunate fact that some of the most energetic school-building authorities (notably Hertfordshire) had architects at their disposal with intelligent and up-to-date ideas and a firm grasp of principles.

The work they did in the years after the war opened floodgates through which the water is pouring still. And it does not much matter that all the water is not as pure as that which first bubbled out of the Hertfordshire springs. The important thing is that modern design in school buildings is now regarded as normal even by the least adventurous local authority members. In addition, the fact that increasing numbers of the next generation are being educated in buildings that will accustom their eyes to the language of modern architecture may have an enormous influence in the future. The chief exception is those being educated in public schools, where the few genuine antique buildings are still being supplemented by the imitation antique. The rule seems to be: the higher the education the fewer the good architects employed.

But schools are a special case; in no other type of building are modern ideas accepted with so little questioning—except perhaps in the case of shop-fronts and showrooms, where the vagaries of fashion have linked a somewhat flashy version of the modern idiom with the role played by architecture as one of the instruments of sales-appeal. In offices, housing, industrial building and other types, there is such confusion of aims as to make it quite clear that when modern ideas are given an opportunity it is not because of any general belief in them but because a particular combination of circumstances has resulted in intelligent instructions being given to the

architect or in a good architect being given a free hand.

This applies especially to housing, which has, along with schools, made the greatest advance since the war. Much good housing has been done where a first-rate architect (as in London and Coventry) has been in charge, supported by a progressively minded local authority, and improvement of a general nature is also to be found where local authorities have allowed themselves to be influenced by the intelligent guidance of the government's housing manuals. But it is depressing that all such improvements are identified with the near monopoly of house-building exercised by public authorities in the years immediately after the war. Since private-enterprise housing was resumed, the standard (with the honourable exception of the products of one single firm) has dropped alarmingly.

Nevertheless, a glance at the projects illustrated herewith shows that in most categories of building a quantity of honest contemporary work is now being done—even in the case of office blocks and university architecture, which a few years ago lagged most noticeably behind the others. A walk round any of our cities shows, however, how far from typical the reasonably designed buildings still are, and the lack of conviction and understanding on the part of those responsible is indicated by the fact that it is not necessarily the old fashioned, traditional businesses that have old-fashioned tastes and remain blind to the absolute necessity, on practical and cultural grounds, of modern architecture. Go-ahead firms, whose activities are part of the modern world of which modern architecture is itself one of the products, like English Electric, Hawker Siddeley and Associated Electrical Industries, occupy or are about to occupy new buildings dressed up in some fancy style that, apart from being inappropriate, effectively prevents them from taking advantage of modern techniques and ideas.

The failure is simply one of understanding, on the part of the business-man, the bureaucrat and indeed the man in the street, of what modern architecture is all about. They are unaware of it as a vital activity inseparable from the other vital activities of the contemporary world. Of course in the long run good architecture depends on having good architects, but these are produced in proportion to the opportunities they get. The subject of this introduction is not the quality of architects in

Britain now, but the degree of support the best architects are given; and in particular why a consistent demand for what they have to offer has not developed faster.

It is not primarily a matter of the individual client, because he cannot be expected to act differently from the way the prevailing climate of opinion leads him to act. So we must lay most of the blame on those whose business it is to create a climate of opinion. It is not to put it too strongly to say that modern architecture has developed in this country not only without support in the quarters where it might have been expected, but in the face of apathy and suspicion, and the only grounds we have for some optimism at the present moment is that in these quarters—in the press, on the radio and television, in the voices of the intelligentsia (whose influence is exerted in all sorts of ways) and, to a more limited extent, in the educational world, some flicker of interest is beginning to show itself.

There is at last some realization that architecture is a subject on which an intelligent man should hold opinions, and a meet subject for argument. Arguments about contemporary architecture are still, however, bedevilled by the long-standing British bias in favour of the literary rather than the pictorial, which the educational curriculum in our schools assiduously fosters, and which affects our attitude to all the visual arts. The British are just as notorious for looking first for the story a painting tells rather than for the message it communicates in terms of its own medium, as they are for judging the merits of a building by its age or the associations its style possesses. This bias has found itself in alliance with the philistinism that comes natural to the British temperament and is exemplified in the brutish attitude of some popular papers, which take a pride in labelling culture as extravagant and sissy.

One must not, however, expect too much of the daily press, trained as it is to concentrate on human-interest stories, sensational or otherwise. A bigger failure in the past has been that of the so-called intellectual papers—especially the weeklies—which claim to form opinion instead of catering for existing opinion, actual or estimated, and which pride themselves on taking the rational rather than the conventionally prejudiced view. The literary weeklies have a big influence on the views of the educated man, yet it is notable that they have never given a fraction of the attention to architecture that they give to painting, poetry or music, and when they do venture some architectural comment there is revealed not the well-informed observer but the anti-modern literary dilettante. To support the Georgian Group is about the most venturesome thing the intellectual pundit of the literary weeklies has hitherto been capable of.

The new interest in architecture shown by such publications is still disappointingly slight,

as is the interest shown in university circles, which ought to set the intellectual standards of the whole country, but both as patrons of architecture and as centres of opinion about architecture, have for many years shown themselves reactionary and disinterested. Nor have they seemed in the least ashamed of being so, though they would feel thoroughly ashamed if the same could be said of their attitude to poetry, music or the theatre.

For the fact that there now exist grounds for optimism we can thank first of all broadcasting, where architecture has lately been given generous attention, and television, though the best means of using this medium to convey ideas about architecture are only beginning to be studied. But beyond this, perhaps through the influence of the radio, perhaps as the long-delayed result of years of propaganda on the part of architects themselves, perhaps simply because modern design, accepted as a matter of course in most parts of the world, no longer looks strange even to English eyes, a general willingness to meet the architect halfway is discernible in many quarters: among educationists, among the more intelligent members of local government committees, among civil servants and business men and in the conversation of the more civilized men in the street.

Is this the beginning of the informed public opinion for which modern architecture has long been waiting, and without which the informed client can hardly be expected to emerge—in place of the client who shows such depressing vagaries of taste and unequal progress in comprehension of what modern architecture is about?

These vagaries are exemplified in any number of interesting questions that must occur to everyone who keeps his eyes open in our cities—questions too complex, however, to be investigated here: why are the banks adventurous patrons of modern architecture in America but among the most conservative in this country? Why do the insurance companies, who develop property as an investment, take so little trouble about quality of architecture as though that did not affect the long-term value of the investment? Why do so many factory-owners regard it as the role of the architect to design the new office block that will be seen from the road, but not to replan the factory that rambles away behind it? Why does the ambassador who regards it as his job to present Britain as a power in the modern world prefer to do so, or so it is said, from an embassy that looks architecturally backwards and not forwards? And so on.

That such questions, indicating again the irrational and spasmodic nature of architectural progress, need asking is further evidence of much confusion of thought and failure of comprehension on the part of the architect's clients. Some of the failure can no

doubt be blamed on the architect himself, who has helped to create apathy and misunderstanding by making a professional mystery of what should be comprehensible and straightforward. But this is a natural tendency among all specialists, for which the sure remedy is full and free discussion by the non-specialists.

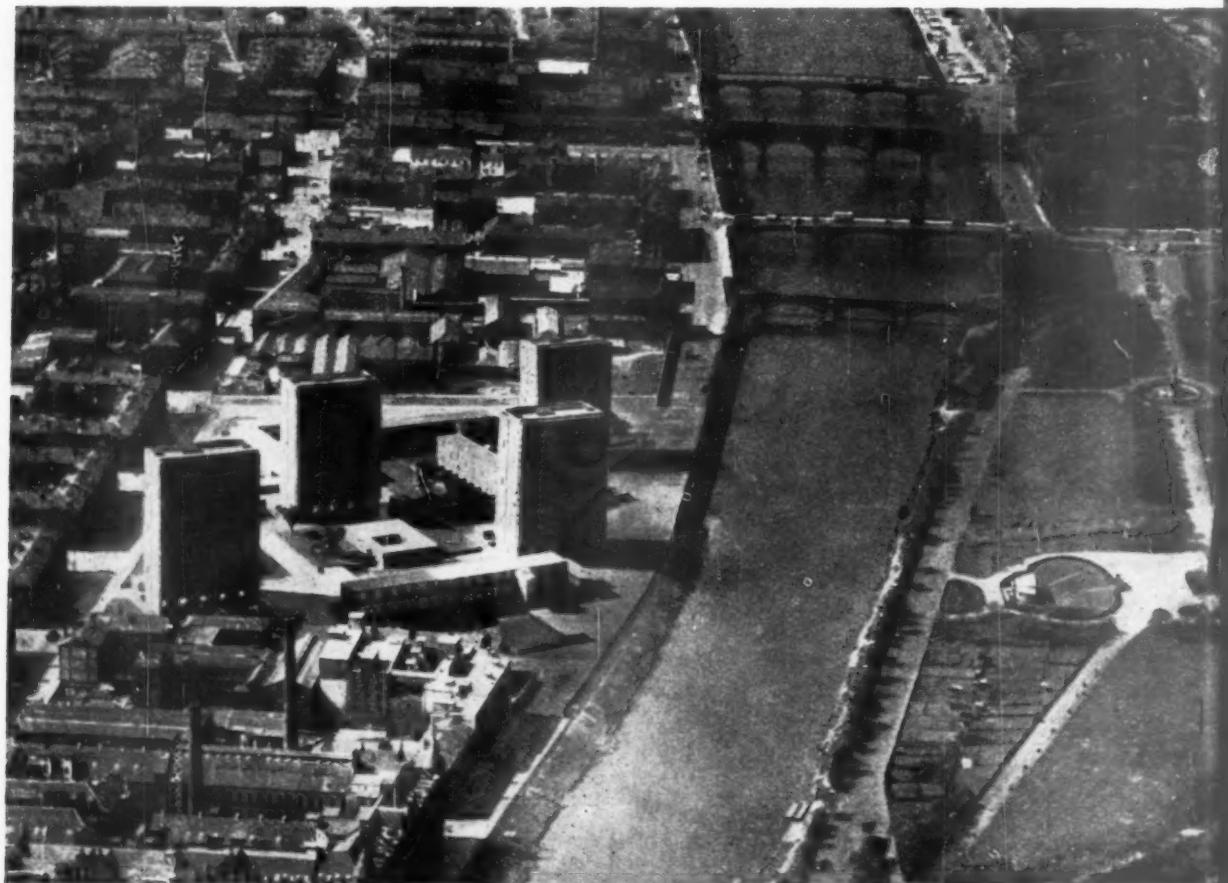
In spite of all the advances it has made in recent years, modern architecture is still a closed book to all but those who practise it. The good buildings are not there because

people want them, but because for one reason or another their architects have been allowed to do what it seems right to them to do, irrespective of whether anyone else is interested. But how long can modern architecture survive in a healthy state while it remains an architect's architecture? Are not architects becoming almost satisfied to have as their incentive the opposition of those who don't understand? The incentive they should hope for is the criticism of those who do.

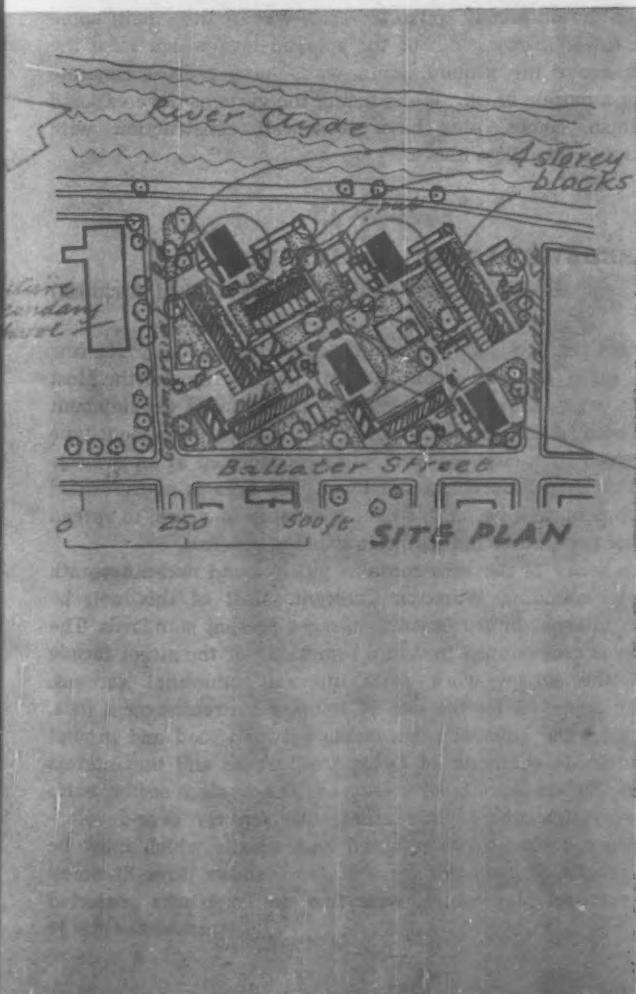
THE EDITORS

1

PLANNING SCHEMES



Seventeen-storey blocks of flats in the Gorbals redevelopment scheme on the banks of the Clyde at Glasgow. This is the area designed by Robert Matthew and Johnson-Marshall—see facing page.



REDEVELOPMENT SCHEME: GORBALS, GLASGOW

The Hutchesontown-Gorbals area of Glasgow is a predominantly residential district of 111 acres, with an average density of 450 persons per acre, on the south bank of the Clyde. It was designated in 1957 as a comprehensive development area, to be redeveloped in four 5-year stages. In the first stage three areas are dealt with. The first, providing 96 dwellings in 4-storey maisonettes designed by the Glasgow City Architect, was completed last summer. The second, by Robert Matthew and Johnson-Marshall, and the third, by Basil Spence and Partners, are illustrated here. The third area includes the main shopping centre.

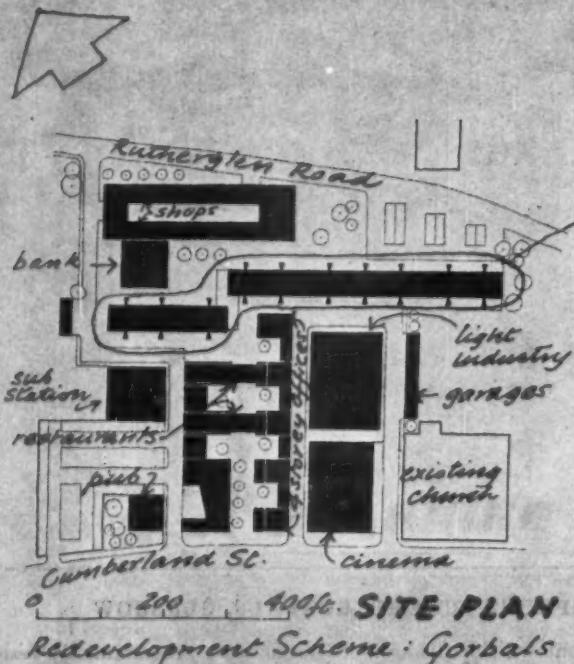
Robert Matthew and Johnson-Marshall

Work began at the end of last year. The site, of nine and a half acres, is flat and featureless, but the Clyde with Glasgow Green beyond forms an attractive north boundary. To the west is the site of a future secondary school and to the east industry. The southern boundary is a new arterial road, from which access is limited.

The scheme provides 428 dwellings at a density of 133 rooms per acre in four 17-storey blocks of flats, three 4-storey maisonette and flat blocks and two 2-storey flat blocks. 49 per cent have three rooms, 40 per cent two rooms and the remainder one or four. Included in the scheme are a nursery school, eight shops, thirty garages and two pubs. Small shops or community rooms are associated with the ground floors of the higher blocks. In the space between blocks grass and planting is limited to fairly large areas raised above the general circulation level. Vehicular movement is kept to a minimum. There is no formal road system, hard-standings normally for pedestrians and recreation will be used by essential vehicles following routes defined by bollards and low walls.

The 17-storey blocks have a reinforced concrete structure divided laterally by cross-walls and longitudinally by a spine containing

1. PLANNING SCHEMES



vertical services and circulation. Either side of this spine floor levels differ by half a floor. Internal access corridors occur on alternate sides of the spine at intervals of two and a half floors. Through ventilation is maintained and all living-rooms have a west aspect. Each corridor gives access to twelve flats (five above, five below and two at the same level). They are reached by lifts, with escape stairs at each end. Half the flats have internal bathrooms. The 4-storey maisonettes are of brick cross-wall construction. Each dwelling has a private balcony or garden. All dwellings in the scheme have under-floor electric heating.

Project architects: T. R. Spaven, J. E. Arnott and J. Paterson. Structural engineers: F. A. Macdonald and Partners. Quantity surveyors: John Dansken and Purdie.

Basil Spence and Partners

Work will probably start on this area in the spring of 1960. It is the visual centre of the whole scheme and is given a dominating spine by the staggered 20-storey block containing 400 dwellings illustrated here. At the base of the block is a comprehensive service area containing shops, offices, pubs, restaurants, post office, police station and possibly a cinema or assembly-hall, with some provision for light industry. This area has a centre open only to pedestrians.

The dwellings in the staggered block are of the cross-over maisonette type, with all living-rooms and dining-kitchens facing south-south-west, with access to gardens from the kitchens, and all bedrooms facing north-north-east. Bathrooms are on external walls. There are 300 three-room maisonettes, the remainder being either four-room maisonettes or one-room flats. Access is from three main staircase towers, with lifts. Each maisonette, at whatever level, has a small garden, furnished with earth and drained so that plants and grass can be grown. The gardens of four dwellings are grouped together, providing an outdoor area of 44 ft. by 18 ft.

Construction: reinforced concrete cross-walls, the main spine wall in each tower growing out of the splayed legs which raise the towers 16 ft. above the ground. Main walls have precast concrete cladding with a mosaic finish. Walls facing the gardens have exposed aggregate finish. Shops, etc., have cross-wall construction with curtain-walling to the offices above.

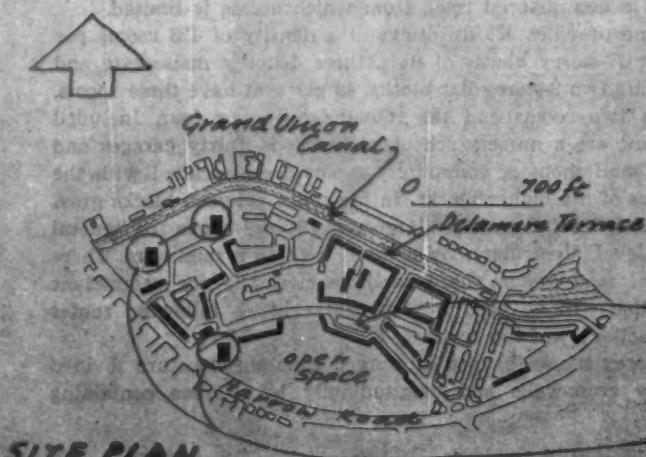
HOUSING REDEVELOPMENT: PADDINGTON

Hubert Bennett (London County Council Architect)

The Warwick Crescent site of some 44 acres, bounded by Harrow Road to the south and the Grand Union canal to the north. Most of the land is well below canal level and the existing development consists of both good and bad nineteenth-century basement-type dwellings, served by a close network of streets formed at an average height of 8 ft. above natural ground level. The area is overcrowded and redevelopment will be phased over a number of years, to spread the overspill of population and maintain existing services.

The eastern sector of the area contains much sound mid-nineteenth century work, including Warwick Crescent. Most of this will be restored with internal improvements, to meet present standards. The centre section is redeveloped to retain something of the street façade character of the earlier work, with internal communal gardens. This has been achieved by the use of 4-storey staircase-access flats, designed to meet the unusual relationship between road and ground levels. The intimate character of Delamere Terrace and the interest of Westbourne Square have been preserved. The western sector, exhibiting the worst features of late nineteenth century over-development, includes churches to be retained and schools which must be extended or rebuilt. The scheme for this sector shows three 21-storey blocks of a compact plan which, with two similar blocks projected

[continued on page 18]

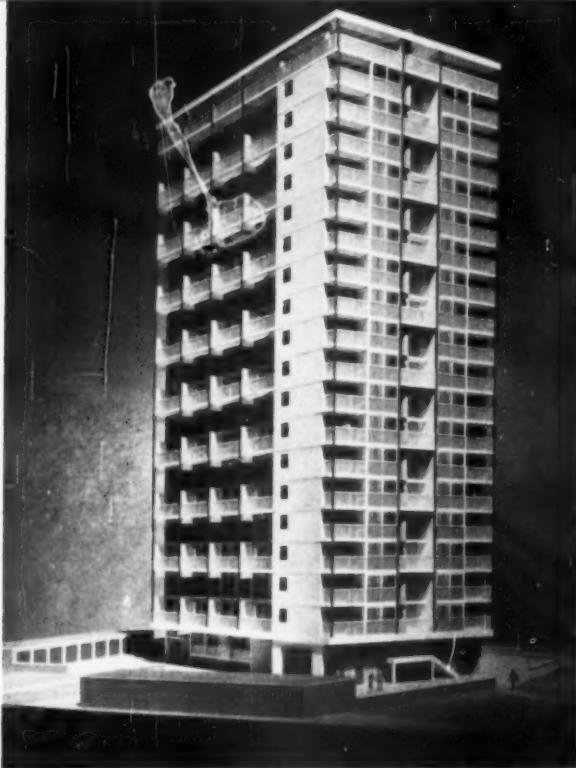




The Gorbals (Glasgow) redevelopment scheme: area designed by Basil Spence and Partners. In front of the twenty-storey blocks, with tiers of maisonettes separated by balcony-gardens, are low buildings containing shops, offices, pubs, etc.

Layout of the Warwick Crescent site at Paddington, alongside the Grand Union canal. The tall block is shown in detail overleaf.





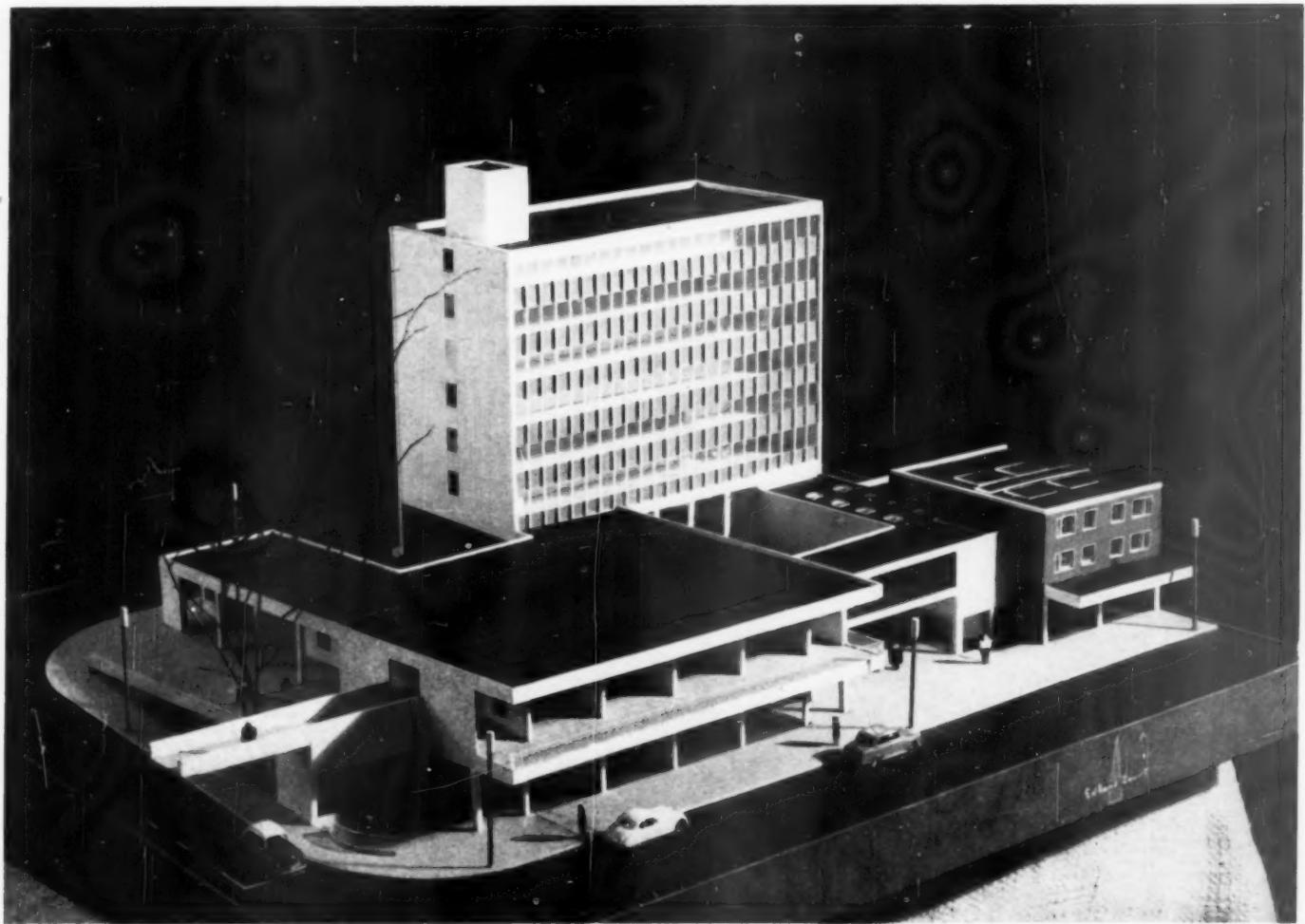
One of the twenty-one-storey blocks forming part of the LCC's Warwick Crescent (Paddington) redevelopment—see the two preceding pages.

1. PLANNING SCHEMES



Housing at Woolwich, by Norman and Dawbarn.

Below, the centre of the east side of Hemel Hempstead town centre, showing the seven-storey office block.



continued from page 10]

GRANVILLE GARDENS

for the adjacent site to the west, will overcome the dull uniformity of Harrow Road and allow the canal to be seen. Each tall block provides 125 dwellings. The redevelopment will provide nearly seven acres of public open space, sited to separate housing from the railway and Harrow Road, giving an unbroken vista to Street's church and linking with a canal-side walk at towpath level. The scheme uses approximately 28 acres, to provide 1,127 dwellings, at a density of 138.5 persons per acre. Provision has also been made for an old people's home, a divisional fire station, a club-room, a youth centre and sufficient shops for the daily needs of the population.

The tall blocks are of reinforced concrete construction with timber intermediate floors to maisonettes. Cladding is brick or concrete panels. Low blocks have load-bearing brick cross-walls, concrete floors and brick-faced cavity panel walling.

Architect in charge: E. F. Moholi (formerly O. J. Cox). Assistants: J. N. Wall, J. Macdonald and M. S. Perring.

HOUSING REDEVELOPMENT: WOOLWICH

Norman and Dawbarn

On an island site of just over six acres, forming part of the St. Mary's comprehensive redevelopment area. The scheme provides flats, maisonettes, garages and shops, the latter replacing shops already on the site. They will be let as part of the living accommodation to which they are attached. The housing density will be 141 persons per acre. Work will probably start this spring.

A paved walk links the living-units in the interior of the site and there are paved play-areas for children. The housing consists of four 14-storey point-blocks (two possessing communal laundries), providing a total of 219 one- and two-bedroom flats, a 2-storey block containing eight one-room flats for old people and a house for a shopkeeper, and five 4-storey blocks providing 37 three-bedroom maisonettes and 13 one-room flats. The shops are in these blocks. There is also a four-bedroom doctor's house and surgeries.

The point-blocks have reinforced concrete frames with brick infilling and cast concrete panels under windows. Windows are metal. Balconies have asbestos sides and wired glass fronts in metal frames.

TOWN CENTRE (EAST SIDE): HEMEL HEMPSTEAD

H. Kellett Abbott (Chief Architect, Development Corporation)

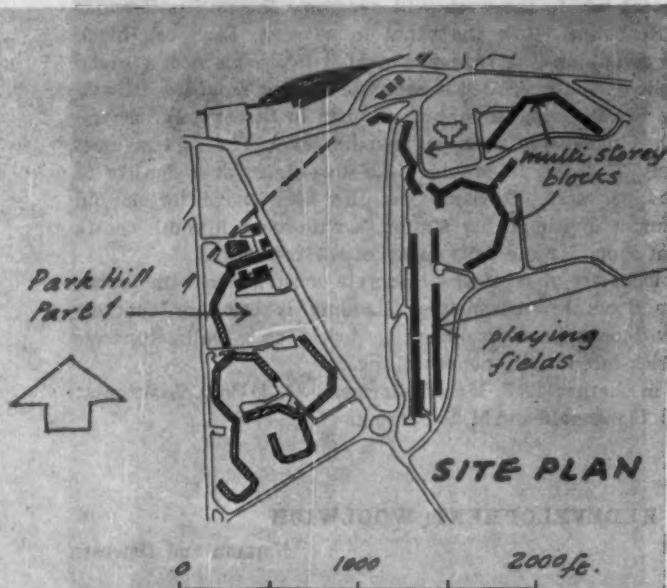
The second half of the new town's main centre, the first half of which is now nearly complete. It includes the redevelopment of Marlowes—the main central road—along a 1,750 ft. frontage. Provision is made for 60 shops with maisonettes and flats above, an hotel, car parks, a 7-storey office-block, department store and a hostel for nurses working in the adjoining hospital. Work began last April.

The site slopes steeply, and this has been exploited to provide a system of footpaths giving access from the car-park behind the shops to their upper floors and to a footbridge across the main road. The flats and hotel are combined in a 10-storey block at the north end, opposite the market-square. Nearby is a 3-tier car-park (see page 20). The offices are at the south end, in 9-storey and 6-storey blocks, the latter being planned round a small square.

Construction: precast concrete frames. The upper floors of the offices and nurses' hostel are of precast construction. External claddings are brick, artificial stone, vitreous enamel panels or aluminium.

Deputy chief architect: T. Cartlidge. Section architect: H. R. Morris. Group architect: J. Noble. Structural engineer: F. J. Samuely. Electrical consultants: Hoare, Lea and Partners. Quantity surveyor: A. E. Seaden.

I. PLANNING SCHEMES



HOUSING REDEVELOPMENT: SHEFFIELD

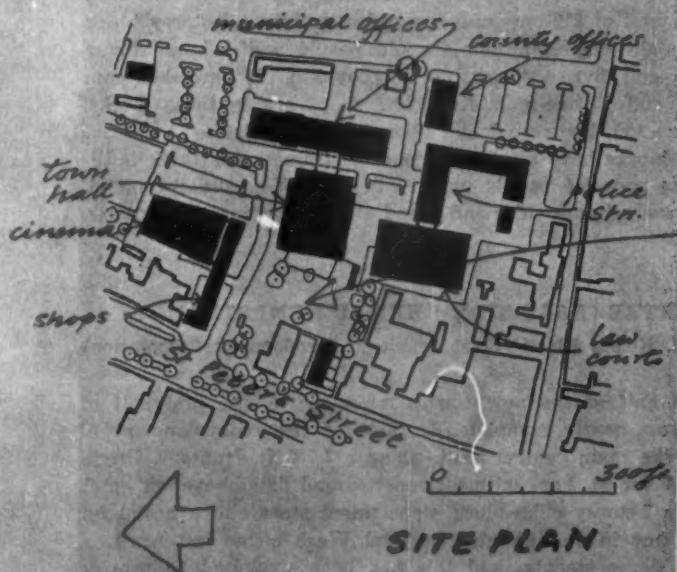
J. L. Womersley (City Architect)

The second part of the Park Hill redevelopment scheme sited on a steeply sloping spur east of the city centre. Part 1 began in March, 1957, and will be completed at the end of 1961. The 3-storey terraces in Part 2 have just begun; the tall blocks will begin in August.

1,293 dwellings are provided in 2- and 3-storey terraces along the contours of the westerly slopes, where the foundation conditions are poor, and in blocks varying from 4 to 18 storeys high on the crown of the hill. There are also a small school, factories, public houses, a working men's club, shops, branch library, welfare centre and garages, all planned within the complex around an existing church. Pedestrian movement around the site is by level or ramped paths, and it is possible to travel from the city to each dwelling by lifts and horizontal access decks within the blocks. As in Part 1 of the scheme, the design is based largely on repeating units of structure and services, a unit 3 floors high with a 10 ft. 6 in. wide access deck on the middle floor, serving pairs of maisonettes on the same level and above the deck and pairs of flats below the deck, the staircases being arranged within the structural H at the core of the plan.

Construction: tall blocks have a reinforced concrete frame with brick walls and pierced concrete balcony fronts. Terraces have brick cross-walls and infilling. Windows are sliding aluminium in timber frames.

Structural engineers: Ove Arup and Partners. **Heating and ventilating engineers:** G. N. Haden and Sons. **Quantity surveyors:** Cyril Sweett and Partners.



CIVIC CENTRE: ST. ALBANS

Frederick Gibberd

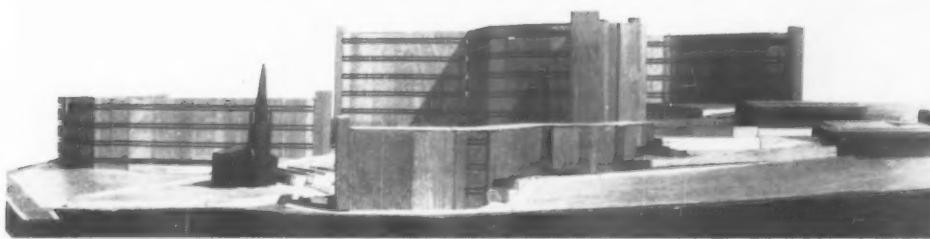
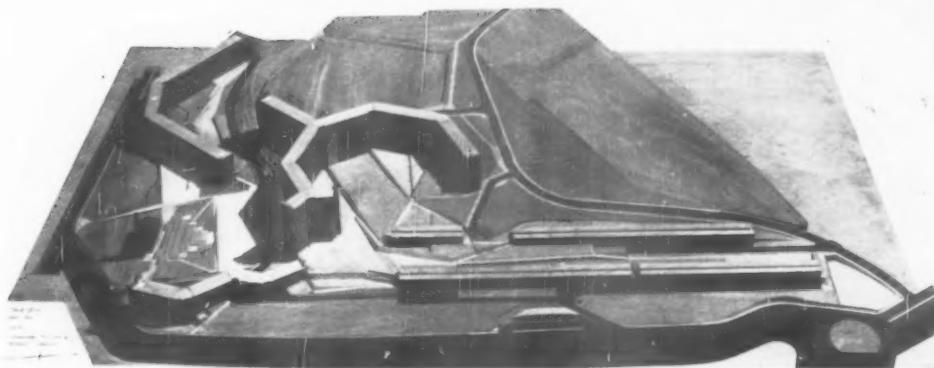
East of St. Peter's Street, the city's main shopping and market street, which has an almost continuous façade of good, mostly traditional, buildings. These are retained, entrance to the site being through existing gaps. The site itself contains no buildings but many good trees. The layout provides a civic square, terraces of shops, a town hall, municipal offices, police headquarters, a courthouse and a cinema. The scheme was approved in 1947. The first part to be started will be one of the shopping areas, but no date has been fixed.

Access from St. Peter's Street is either side of a Georgian house, retained as offices. The northern entrance is flanked by a terrace of shops, ending in a cinema, which forms the north side of the civic square. The southern entrance leads to a small piazza, also with shops. The main vehicular approach to the centre is by a cul-de-sac on the east, which also gives access to car parks and service roads, the civic centre itself being for pedestrians only. Pedestrian ways link the civic square to public gardens on the north and Victoria Street on the south.

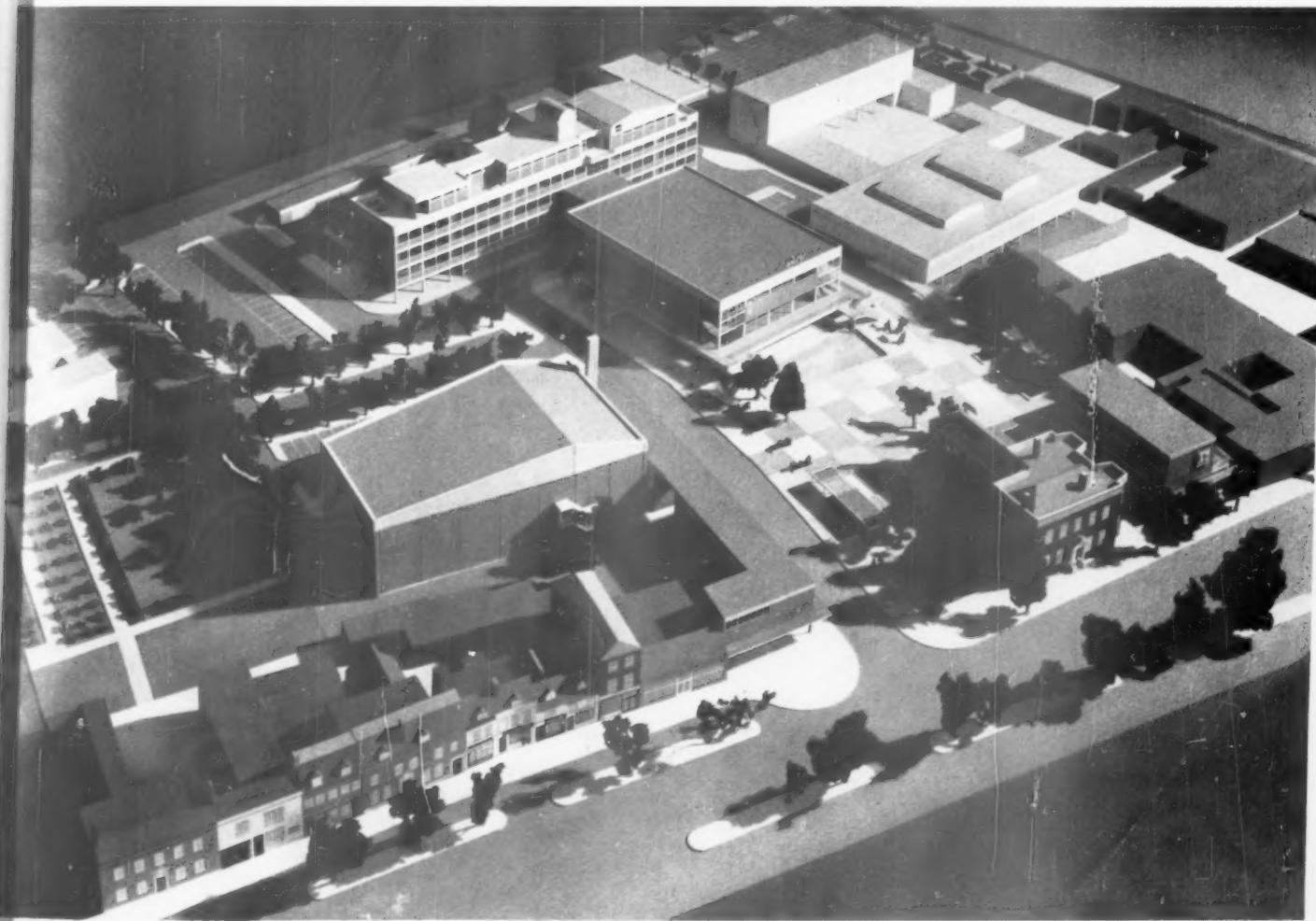
The south side of the square is formed by the assembly-hall, which will also be used for concerts, dances, etc. It has a first-floor balcony cantilevered out to form an open-air terrace on three sides. A refreshment room on the main terrace overlooks the square. Behind is a 4-storey block of municipal offices, with a council chamber on the roof, so that it can be seen from St. Peter's Street. Linked with it are the mayor's parlour, members' rooms and roof-gardens. Assembly-hall and offices are connected by a bridge and tunnel. At the south-east corner of the site are a police station and magistrates' courts (designed by the Herts County Architect), placed so that the courthouse can be seen diagonally across the square and its main façade forms, with the flank wall of the hall, a secondary square.

The civic centre has been designed in conjunction with the City Engineer and Surveyor and the County Planning Officer.

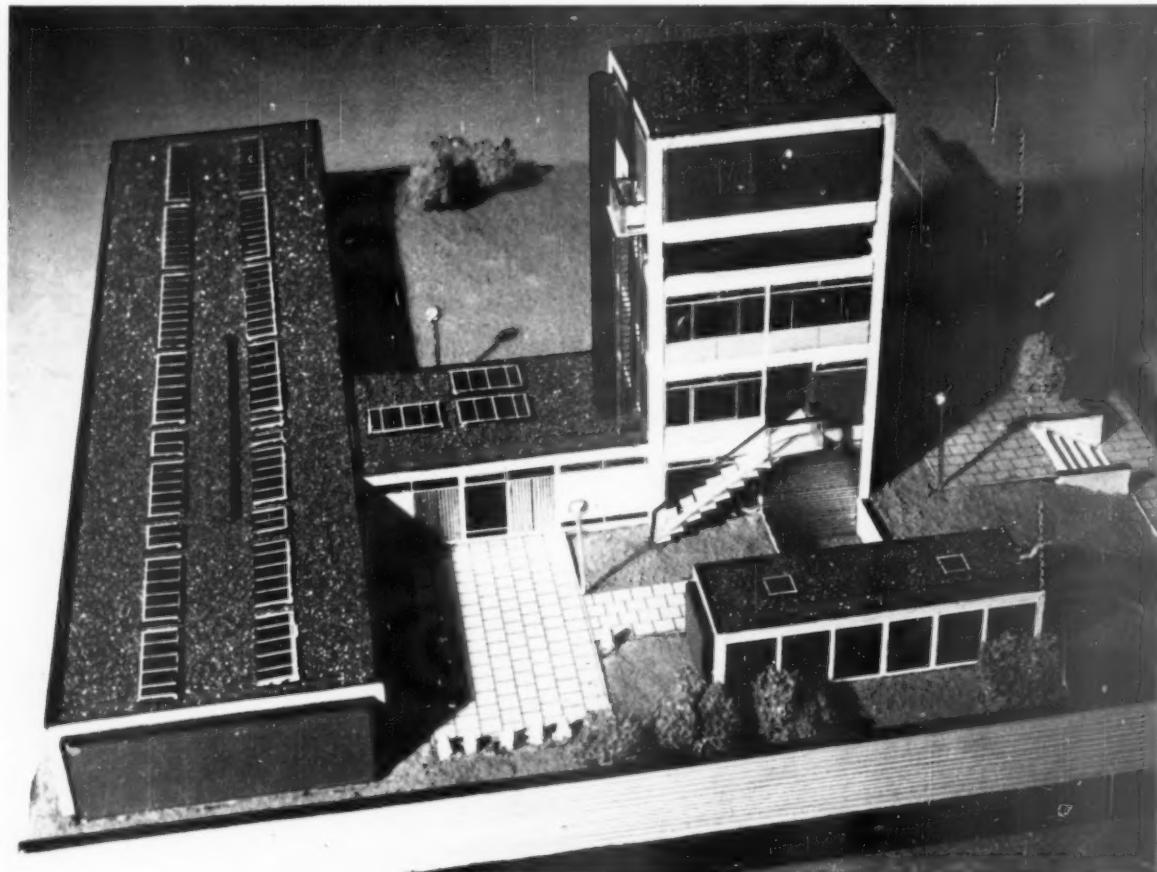
The second stage of the Park Hill housing development on high ground near the centre of Sheffield: from above and (lower picture) from below, showing the existing church round which the community buildings are planned.



Below, St. Alban's civic centre. St. Peter's Street, from which it is approached, runs across the bottom of the picture.



2 PUBLIC BUILDINGS



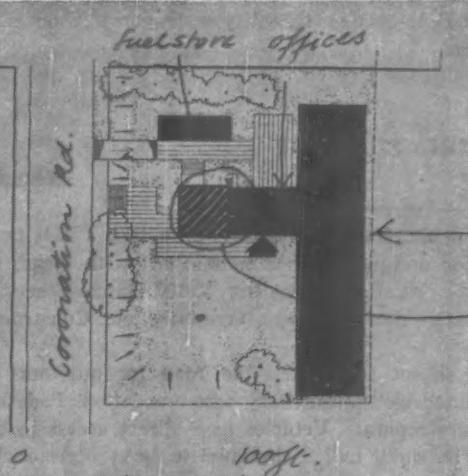
Slipper baths at Coventry. The bath block is on the left. The tall block on the right contains the boiler-room, a caretaker-engineer's maisonette and the water-tanks.

Below, police headquarters at St. Pancras: left, from Albany Street; right, looking down into the courtyard that separates the police station from the recreational wing.



BATHHOUSE: COVENTRY

Arthur Ling (City Architect)



SITE PLAN

To replace, on the same site, the dilapidated late Georgian house adjoining Primrose Hill Park containing the corporation's slipper-baths. The new building, which will be finished in May, provides 25 slipper-baths (of which 10 are for women), 10 shower baths (all for men) and 6 wash-and-brush-up basins.

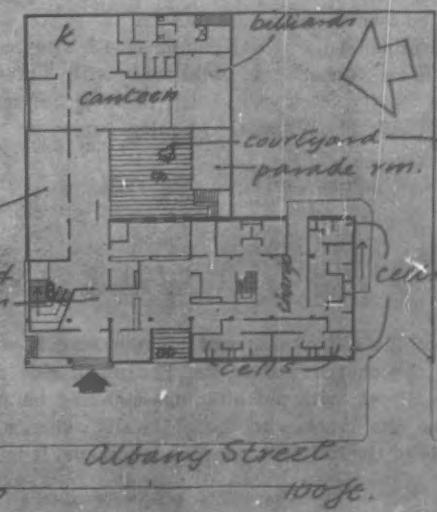
It comprises four blocks: rectangular baths block, boiler-house tower (containing boiler-room just below ground level, water tanks at the top and caretaker-engineer's maisonette between, with 4 ft. void insulating his upper floor from water noises), entrance and office-block linking baths with tower, and partially underground fuel store separated from main building and connected by underground duct. An electronic signalling system indicates whether a bath is occupied and whether a bather is exceeding his allotted time. Each waiting-area has an indicator board.

Construction: precast concrete frame, untreated, with infill panels of various materials including patent double glazing, colour-rendered brickwork and (on the gable walls of baths-block and fuel-store) glazed tile murals. To minimize maintenance materials are 'self-finished,' paint is almost absent and the small amount of timber used is largely plastic-faced. Windows, door-frames and suspended ceiling supports are anodized aluminium. The main floor-finish, bath-cubicle partitions, seats, shelves, etc., are terrazzo, which can be easily hosed down. The baths themselves are stainless steel. Internal walls are glazed coloured tiling. A ceiling-level duct containing the water-supply pipes passes from the boiler-house to the main central service duct. The baths block has an air intake and extract system, thermostatically controlled.

Principal architect: W. G. Sealey. Job architect: D. R. E. Hutchings.

POLICE HEADQUARTERS: ST. PANCRAS

J. Innes Elliott (Chief Architect, New Scotland Yard)

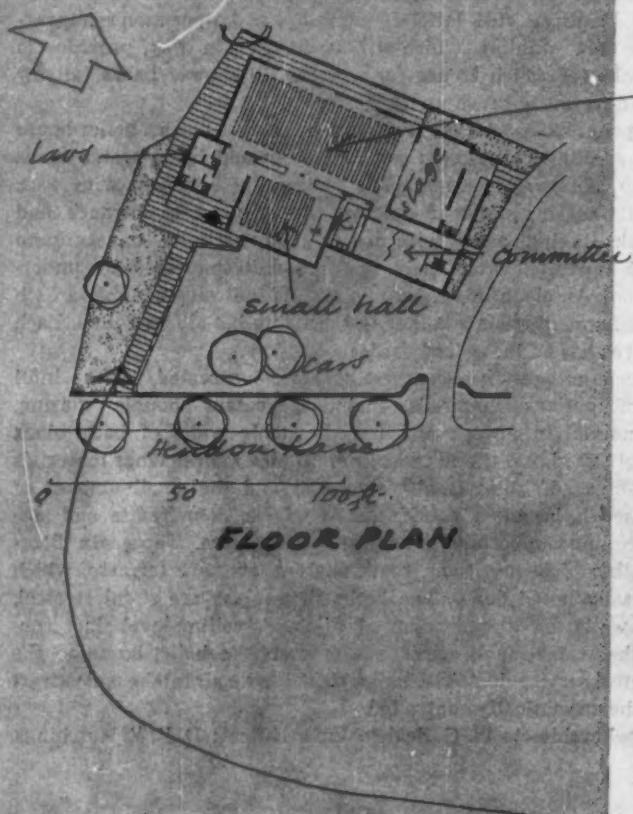


GROUNDFLOOR

Comprising divisional headquarters and a sub-divisional police station. In Albany Street, Regent's Park, a short distance south of the existing police station, the site of which has to be vacated (half by January, 1960, and half by January, 1961) to make way for borough council housing development. It is hoped to begin construction by April.

The area is being replanned as a series of linked squares with pedestrian priority, and the new police building will share the square at its south end with the existing mission hall and a public house. The widening of Albany Street will bring it up to the police-station building line. Behind the station is a courtyard surrounding which are a recreational wing (with garage and car-parking beneath) and the parade-room, canteens, staff-rooms, etc. The garage accommodates 16 cars, 20 motor-cycles and 60 bicycles. The offices required for the divisional headquarters are on the first and second floors

2. PUBLIC BUILDINGS



above the police station. They are subdivided by demountable partitions. On the same level, but separately planned, with direct access to the station, are the C.I.D. offices. Also on the upper level is the special constables' accommodation which includes a classroom.

The lower floor of the station building is faced with concrete; above is curtain-walling consisting of aluminium sash windows, fixed lights in hardwood frames and plastic-faced asbestos panels. The whole façade is framed in reconstructed Portland stone. The end wall has concrete cladding faced with the same material. The rear buildings are clad in concrete with aluminium windows and cedar boarding to the gable end. The pitched roof is covered in copper.

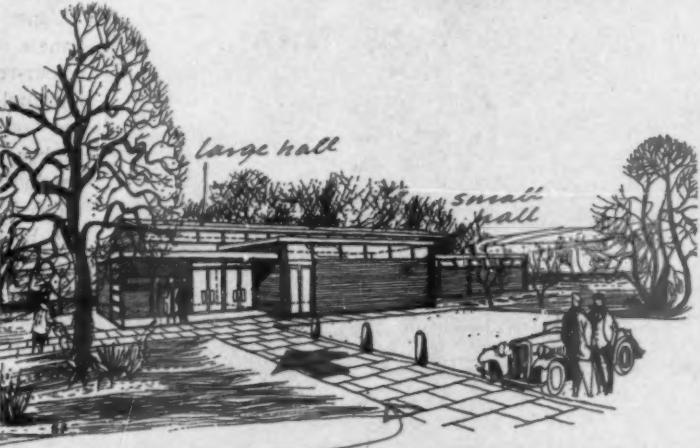
Executive architect: S. J. Hanchet. **Assistant architect:** I. G. Mowat. **Assistants:** D. H. Griffin (model); P. V. Farley. **Engineers:** W. V. Irwin and Associates. **Quantity surveyors:** Thomas Barrett, Sons and Partners.

SOCIAL CENTRE: FINCHLEY

Kenneth Wood

For the parish of St. Mary-at-Finchley, providing a hall to seat 300 (suitable also for non-tournament badminton) with stage, dressing-committee rooms, small hall seating 80-100, kitchen serving both halls and committee-rooms, storage, lavatories, etc. Construction will begin shortly.

The building is set back from the road for quietness and the main hall insulated by the ancillary accommodation. Pedestrian and vehicle access are separate. Vehicles have direct access to backstage loading dock. The small hall is designed to serve occasionally as an



ante-room to the large, but has a direct exit to the open air. Committee-rooms are divided by a sliding-folding screen.

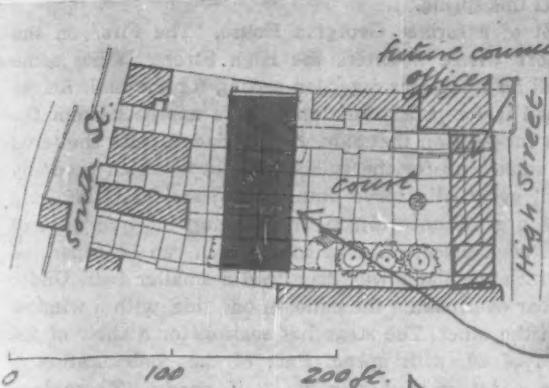
Structural frame: laminated hardwood columns with stressed-skin box beams supporting a timber roof insulated with fibre-glass. **External walls:** 11 in. cavity brickwork, brick faced or rendered.

Structural engineer: W. H. Willatts. **Quantity surveyor:** Peter Rance.

CIVIC HALL: TOTNES

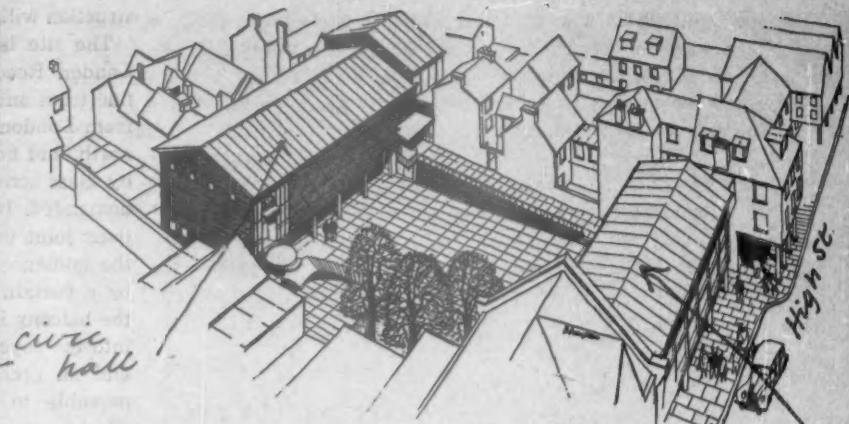
G. A. Jellicoe and Partners

Sited in the centre of the old oval-shaped town, where it will be agreeably related to the church and castle. The north side of the site adjoins the High Street, with old buildings standing on pillars. The south side of the site reaches to the old walls, whence some view is still obtainable of the hilly surrounding landscape. It is hoped



SITE PLAN

Civic Hall: Totnes



to start work next month and complete it in a year.

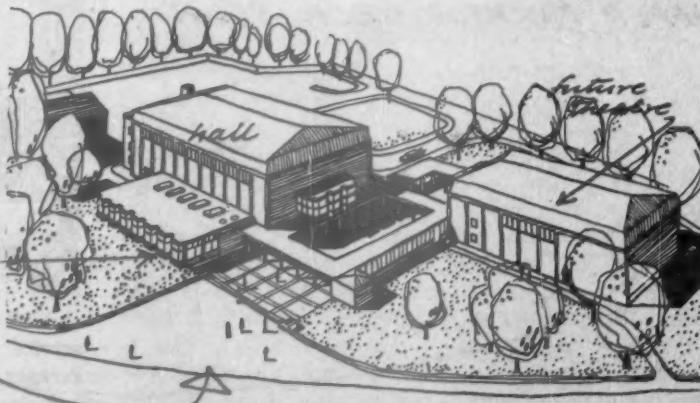
The site is at the moment derelict and used as a car-park. Thanks to the gift of land on an adjoining site, presented by an architect-member of the Council, the hall can extend across the site rather than along its length, freeing land for a civic forecourt. Ultimately the street front will be built up, probably with council offices on stilts. One of the requirements was a pannier market, and this has made it practicable to lift the hall upon piers in the traditional Totnes manner. The main approach is by an external ceremonial stair. Accommodation consists of a small foyer and reception room, separated by glass partitions, with a ceiling painted by Mary Adshead and Hans Tisdall. The main hall is equipped as a repertory theatre to seat 334 persons. It is, however, primarily an all-purpose hall designed for exhibitions, conferences, etc. Scenery and exhibition material arrive by a ramp made by materials already existing on the site. The stage dovetails into the adjoining property, and use is made of adjoining buildings for storage, dressing-rooms, etc.

The building has a copper roof and slate-hung walls.

CIVIC HALL AND RESTAURANT: GUILDFORD

Bridgwater and Shepheard

A multi-purpose hall to seat 1,000, with a restaurant for 200, to be used for civic functions, banquets, concerts, dances and conferences. The hall above can also be let for boxing matches and meetings, and there will be separate lettings of the restaurant for smaller



SITE PLAN

functions. The restaurant will serve light refreshments when not let for other purposes. It was decided not to attempt to cater for drama in a flat-floored hall, but a site has been set aside for a theatre to be built later as an integral part of the scheme. Con-

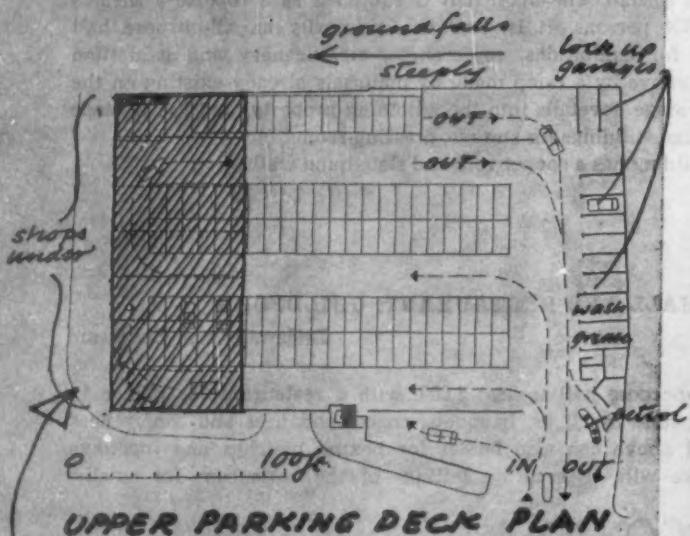
2. PUBLIC BUILDINGS

struction will start this spring.

The site is that of a former Georgian House, 'The Firs,' on the London Road, near where it enters the High Street. It has some fine trees and will be treated as a garden setting for the hall. Access from London Road is for pedestrians only; cars approach from the north, and find a car-park on that side. A colonnaded patio sheltered by glass screens makes up for the small-sized foyer which economy demanded. It will eventually serve both theatre and hall, and help their joint use as a conference centre. In planning the hall, part of the audience has been placed in a balcony which can be separated by a curtain to turn the flat lower floor into a smaller hall. Under the balcony is a bar overlooking the patio on one side, with a window into the foyer on the other. The stage has seating for a choir of 200 and an orchestra of 60, with apron. Part of the choir seating is movable to give a larger orchestra space if needed. There is a proscenium curtain which disappears completely for concerts, and a demountable gantry holds lights, borders and curtains for an opera stage.

Construction: concrete columns and frame, with precast steps in the balcony. The roof is of copper on steel trusses and there are walkways over the ceiling to service ventilation, lighting, and spot-lights. Externally the frame is stone-clad; the panel infill is brick. The windows, intended mainly to allow meetings to be held in daylight, are fixed and double glazed.

Engineer: F. J. Samuely. **Acoustic consultant:** Hope Bagenal. **Quantity surveyors:** Gleeds.



MULTI-STORY CAR-PARK: HEMEL HEMPSTEAD

Fuller Hall and Foulsham (with H. Kellett Ablett,
Development Corporation Chief Architect)

Adjoining the new town centre, with seven shops occupying the ground floor of the whole frontage to the main street. The shops have their own stores and garages. The car-park accommodates 203 cars



and 23 motor-cycles on three levels. There are also a petrol and service station with washing and greasing bays and eight lock-up garages. Work begins this month.

A sloping site has been utilized to gain easy access to the parking ramps, and a side road gives access to the top slab from the back of the car-park. There are no steep entry ramps such as are sometimes unavoidable in similar buildings. The building is designed on a grid that permits a free flow of cars between columns and a one-way

circulation. Cars are parked on slabs which have a maximum slope of 1 in 20 at right-angles to the access gangways. A system of illuminated and painted signs and slab markings ensures that the driver knows where parking space is available and how to get there. After parking his car and locking it he descends to the pavement by one of three staircases.

The reinforced concrete structure is partly supported on the hill-side which rises behind. The front is an open screen patterned with coloured panels.

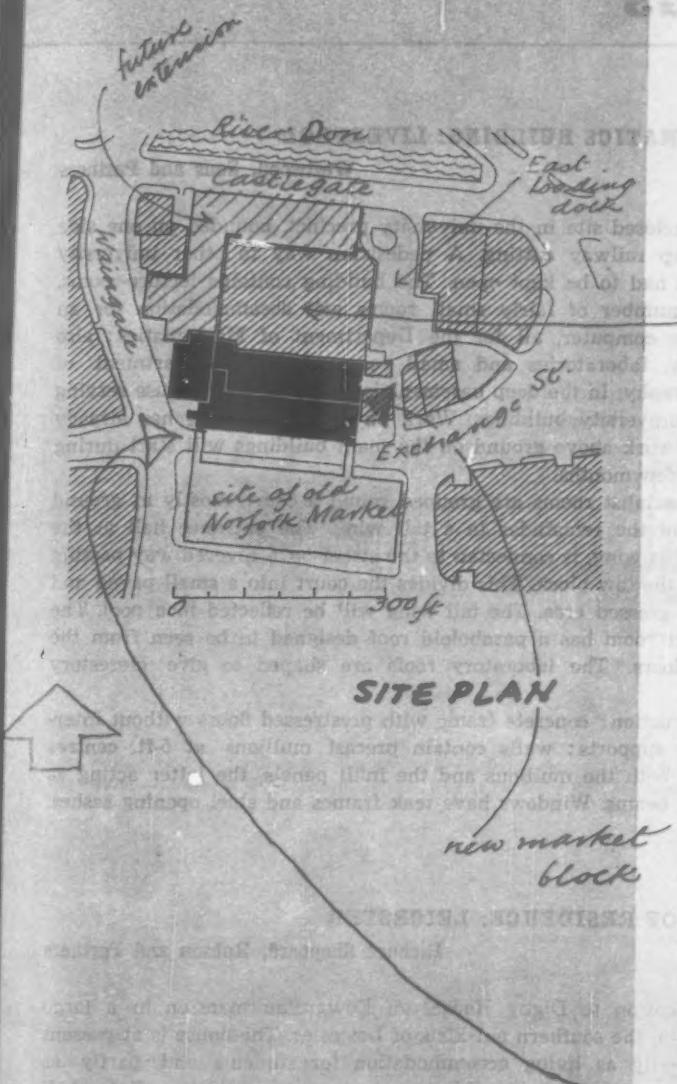
Structural engineers: W. V. Zinn and Associates. Quantity surveyors: Norman J. Cole and Partners.

RETAIL MARKET: SHEFFIELD

J. L. Womersley (City Architect)

Part of a programme of regrouping central markets, facilitated by the removal of the wholesale market (see AR Preview, January, 1958) to the outskirts. This new market on Castle Hill amalgamates the old fish and meat market on the same site with the old Norfolk Market for dry goods, the site of which (opposite the new market) is being privately developed for a department store, shops and offices. Construction has already begun.

The market is on two floors, on account of varying street levels, each with direct access. Additional entrances at the halfway level

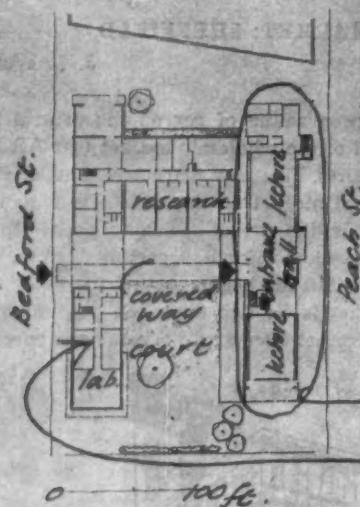


allow each floor to be reached up one flight of steps. The perimeter of the site, where there are street frontages, is occupied by shops which have two or three (and in one case four) floors and access from the subway that also serves the loading dock at the lower market level. Each market floor has a mezzanine containing lavatories, stock-rooms, etc. These encircle the market area and enclose five subsidiary market spaces which will allow the grouping of different trades. Above the upper market level is a gallery with additional sales space and a restaurant, and from here a bridge leads across Exchange Street to the new department-store building. Above are five floors of offices, planned as two separate blocks on different street frontages, allowing full light to reach the main market area.

Construction: reinforced concrete frame with in-situ ribbed concrete floor slabs for market and shops, and beamless hollow-tile floors for offices. External cladding: precast grey terrazzo slabs used as permanent shuttering, and brick infill panels. Both levels of the market have a mechanical ventilation system.

3

UNIVERSITY BUILDINGS



GROUND FLOOR

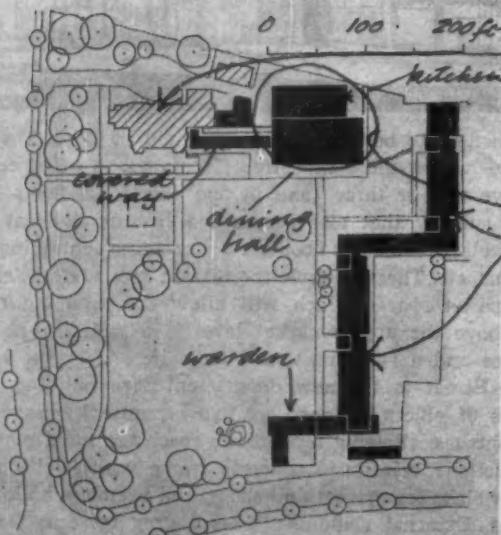
MATHEMATICS BUILDING: LIVERPOOL

Westwood, Sons and Partners

On an enclosed site in the university precinct, bounded on one side by a deep railway cutting. A pedestrian way to other university buildings had to be kept open. The building contains lecture-rooms, a large number of fairly small rooms and accommodation for an electronic computer, all for the Department of Mathematics; also a library, laboratories and small rooms for the Department of Oceanography. In the deep basement is a central boiler-house serving several university buildings. Work on the boiler-house has already started; work above ground on the main buildings will start during the next few months.

The specialist rooms are grouped round a court, mostly at ground level, and the remainder in a tall wing. The entrance hall at the foot of this wing is connected to the street by a covered way passing through the low block. This divides the court into a small paved and a larger grassed area. The tall wing will be reflected in a pool. The computer room has a paraboloid roof designed to be seen from the upper floors. The laboratory roofs are shaped to give clerestory lighting.

Construction: concrete frame with prestressed floors without intermediate supports; walls contain precast mullions at 5-ft. centres housing both the mullions and the infill panels, the latter acting as upstand beams. Windows have teak frames and steel opening sashes.



SITE PLAN

HALL OF RESIDENCE: LEICESTER

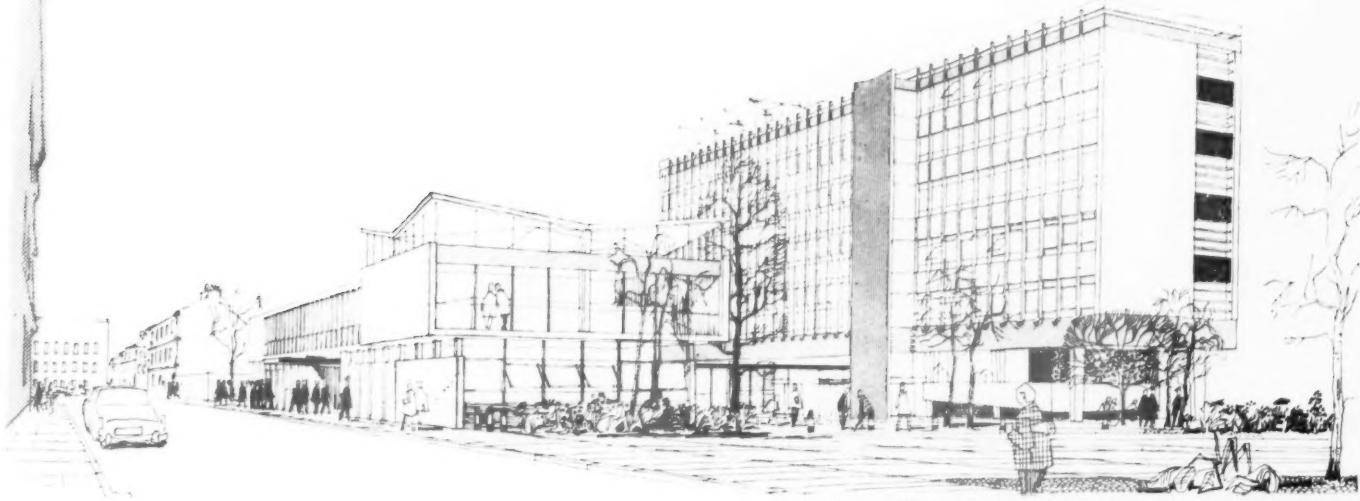
Richard Sheppard, Robson and Partners

An extension to Digby House, an Edwardian mansion in a large garden on the southern outskirts of Leicester. The house is at present used partly as living accommodation for students and partly as common-rooms. The extensions are in two stages: first a dining-hall with kitchen, staff quarters, a boiler-house, some small additional common-rooms and a warden's house; secondly new hostel blocks. Work on the first stage is just beginning; the second is scheduled for next year.

The dining-hall, seating 200 plus a high-table, is linked to Digby House by a covered way. The warden's house at the southern end of the site will eventually link up with the zig-zag layout of the second-stage hostel blocks. These contain 114 study bedrooms in units of six, each with a sanitary core, and are further grouped into blocks of 24 on two floors.

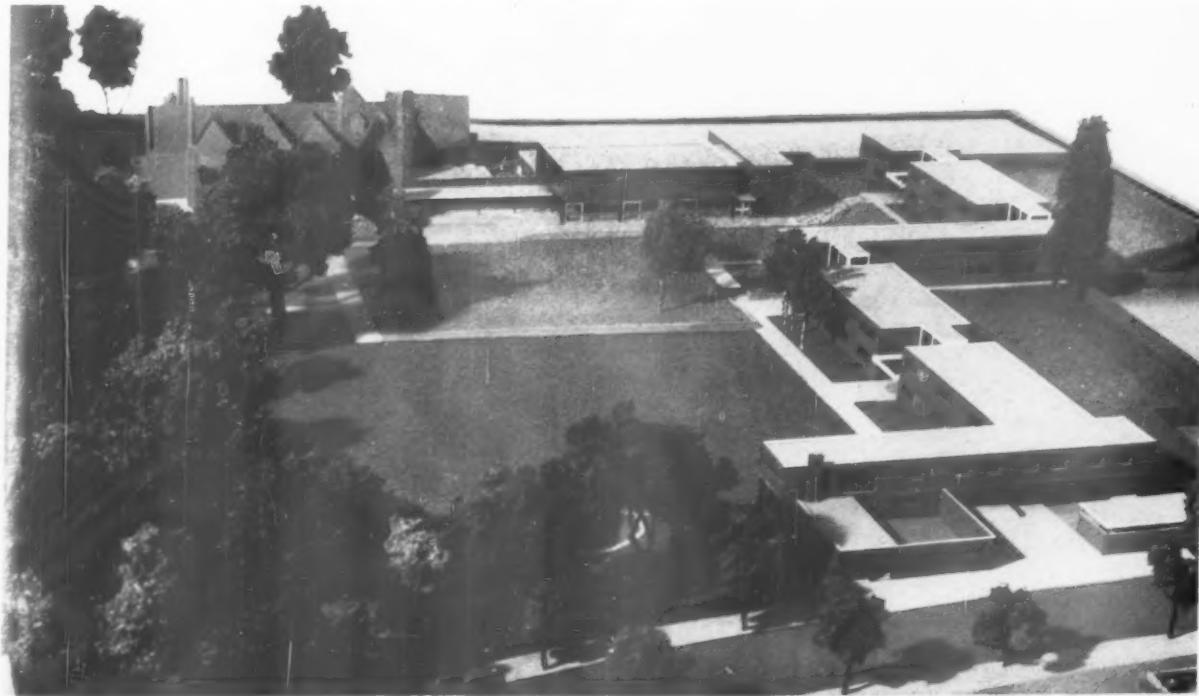
The dining-hall has glazed walls and a folded timber roof covered in copper. The hostel blocks are of load-bearing brick with timber floors and roofs.

Structural engineer: Stephen Revesz. Quantity surveyors: E. C. Harris and Partners.

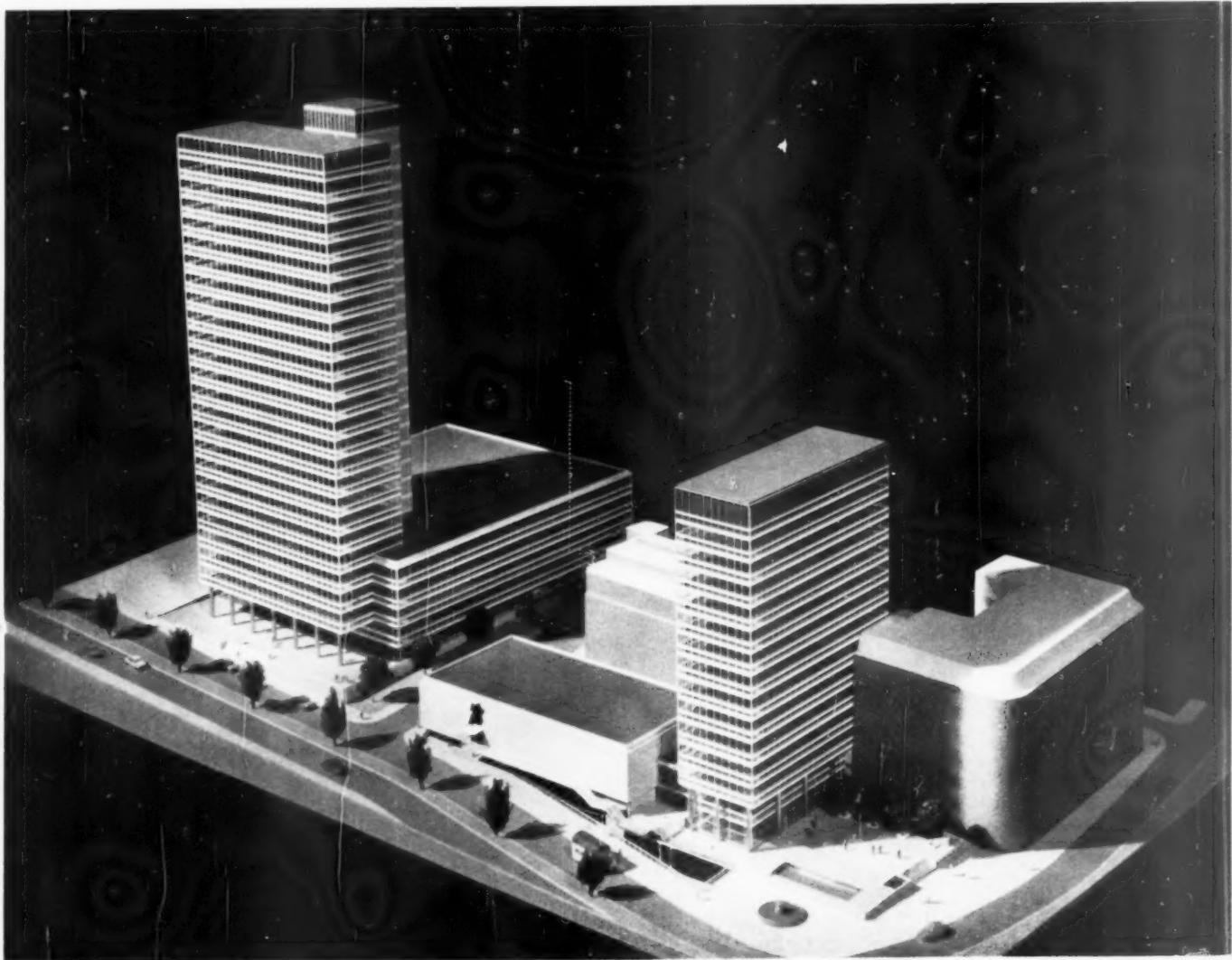


Institute of Mathematics and Oceanography, University of Liverpool.

Below, hall of residence for Leicester University. The existing mansion is in the top left-hand corner, adjoining it is the dining-hall, etc., and in the foreground the hostel blocks.

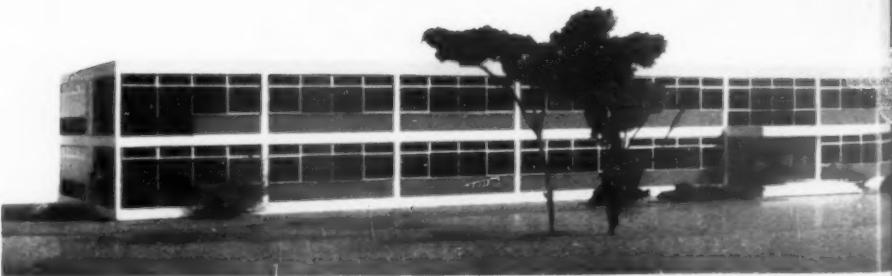


4 OFFICE BUILDINGS



Two co-operative society office buildings sharing one site in Corporation Street, Manchester.

*Office building at Grimsby:
an addition to an existing pharmaceutical factory.*



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CO-OPERATIVE SOCIETY OFFICES: MANCHESTER

G. S. Hay (CWS Architect) and Sir John Burnet, Tait and Partners

Two office buildings sharing the same site between Miller Street and Corporation Street: one for the Co-operative Insurance Society, the other for the Co-operative Wholesale Society. Site work will begin next month and work on the superstructures in November.

The main accommodation in the Insurance Society building is in a 25-storey tower, which will be fully air-conditioned. Staff circulation between ground and fifth floors is by twin escalators operating in the same direction during peak hours. Floors above this level are served by eight lifts. The Wholesale Society building has 14 storeys. Linked to it at the rear are a meeting-hall with stage, seating 1,500 people, and a staff and visitors' dining-room with basement kitchen.

Construction: steel frame on concrete basements, clad with curtain-walling with double-glazed windows.

Structural engineer: A. E. Beer. Mechanical and electrical engineer: G. K. Medlock (C.W.S. Engineer, Manchester).

FACTORY OFFICES: GRIMSBY

J. Douglass Mathews and Partners

For CIBA Laboratories Ltd.: the first stage of an administrative unit for an existing pharmaceutical factory. Work began last August.

The site is on low-lying land behind a sea-wall of the Humber river. The building is on the south-east side of the main entrance to the site, and consists of two floors of offices with provision for future expansion to the south-east. There is a central corridor with private offices on the south-west and general offices and drawing offices on the north-east.

Construction: exposed reinforced concrete frame left untreated with the shutter-marks showing. Floors are precast prestressed concrete. Infill panels are 2 in. wire-cut dark grey facing bricks, with timber windows with metal opening lights. Panels and windows are flush with the face of the concrete frame.

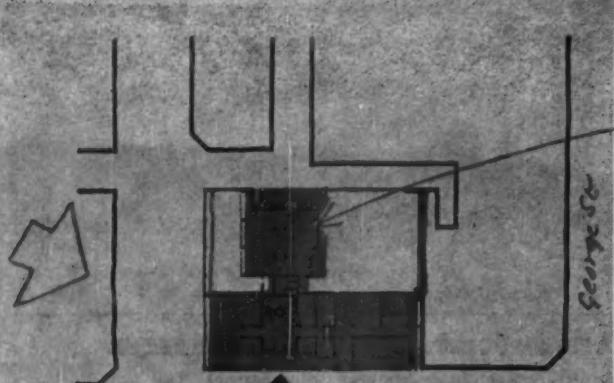
INSURANCE OFFICES: EDINBURGH

Basil Spence and Partners

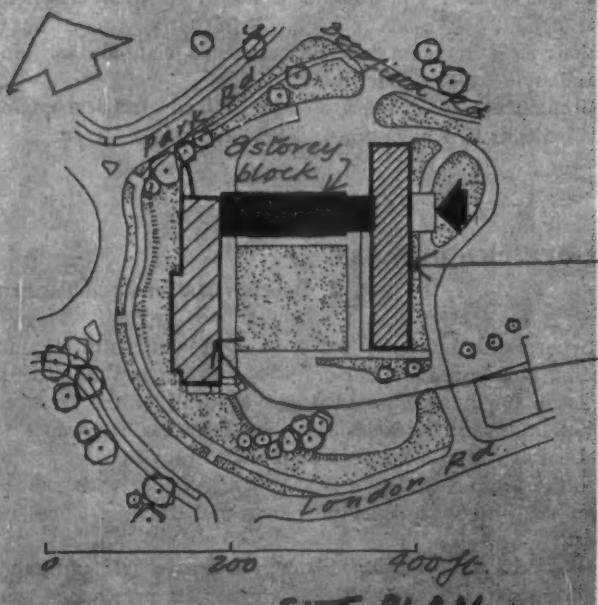
In St. Andrew Square: a new head office for the Scottish Widows' Fund and Life Assurance Society on the site of their present head office, which the Society has occupied for 100 years, and which adjoins the head office of another insurance company completed in 1939. Demolition of the existing building will start late this year. The new building will be completed by the end of 1981.

Planning restrictions governed plot-ratio and overall height, and

4. OFFICE BUILDINGS



South St. David's St.
0 100 200 ft.
GROUND FLOOR
Insurance Office: Edinburgh



SITE PLAN

provision had to be made for parking 14 cars. This is achieved by altering the level of a narrow lane at the back of the site to form a ramp leading to a car-park at semi-basement level. The building has been planned on a 60-ft. grid with the ground floor covering the whole site. Above is a 5-storey block, ('T'-shaped on plan) the two upper floors of which will probably be let. The sixth floor, set back somewhat, contains a canteen and caretaker's flat, tanks and lift motors being housed in a penthouse above. The entrance hall, two storeys high, has a circular lift shaft clad in stainless steel, the core of a spiral staircase leading to the board and committee rooms and officials' offices on the first floor.

Frame structure consisting of columns at 15-ft. centres bounding the corridors, with precast mullions at 5-ft. centres on the outside walls. The ground-floor slab is designed to take the weight of the superstructure should it collapse in the event of bombing, thus preserving the records in the basement. Floors are hollow tile. Cladding of external walls is black granite to the ground floor, and light-grey Hadene stone to the upper floors, with spandril panels of Derbydene marble. Windows are double-glazed and mainly of teak. Heating is by oil-fired boilers, and partial air conditioning is provided on all the office floors.

Structural engineers: Blyth and Blyth. Electrical engineers: Mitchell, Dey and Lackie. Heating and ventilating engineers: A. F. Myers and Partners. Quantity surveyors: Gibson and Simpson.

METEOROLOGICAL OFFICE: BEACKNELL

Eric Bedford (Chief Architect, Ministry of Works)

To rehouse in one building the three main divisions of the Meteorological Office, at present quartered at London, Harrow and Dunstable. The site faces a large roundabout on the west, and is near the approach from London to the new town. Work has begun. Partial occupation will begin in June, 1960, and final completion will be in June, 1961.

There are three connected blocks: a 5-storey block for the administrative branches, also containing the reference library and dining-rooms; a 3-storey block containing workshops and laboratories for the Instrument Divisions; and an 8-storey block housing the Forecasting Division, Training Section and printing department.

Construction: reinforced concrete frame with twin spine columns on either side of the centre corridors, the exposed framework being of white aggregate concrete. Below the windows are vitreous enamel steel panels, coloured to contrast with the brickwork of the flank walls and the end towers of the 8-storey block.

Architect in charge: H. A. Snow.

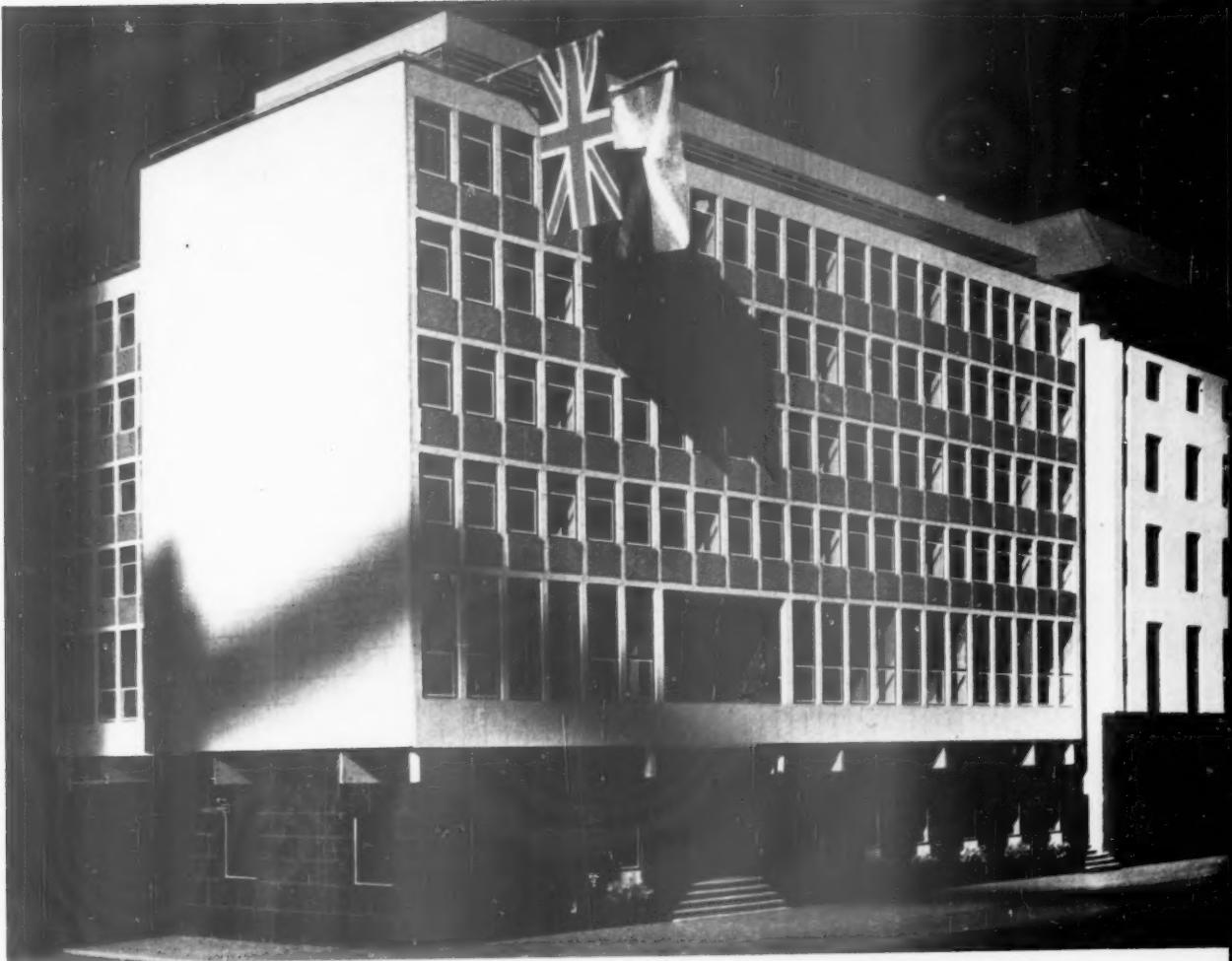
FACTORY OFFICES: POOLE

Farmer and Dark

A 2-storey block for the British branch of Max Factor and Co. The new building lies alongside a new access road to the existing factory at West Howe. It consists entirely of administrative offices, divided by glazed demountable partitioning, grouped around a central core which contains storage rooms, lavatories and cloakrooms. Work began last September.

Construction: precast concrete frame with in situ floor slabs. Main beams at 20-ft. centres and secondary beams at 3 ft. 4 in. centres are prestressed. Perimeter columns are at 10-ft. centres, and are left fair-faced and painted, as is the precast concrete patterned fascia. Cladding is all aluminium framed, with one aluminium double-hung sash to each 10-ft. bay. Panels under the opening lights, which are set

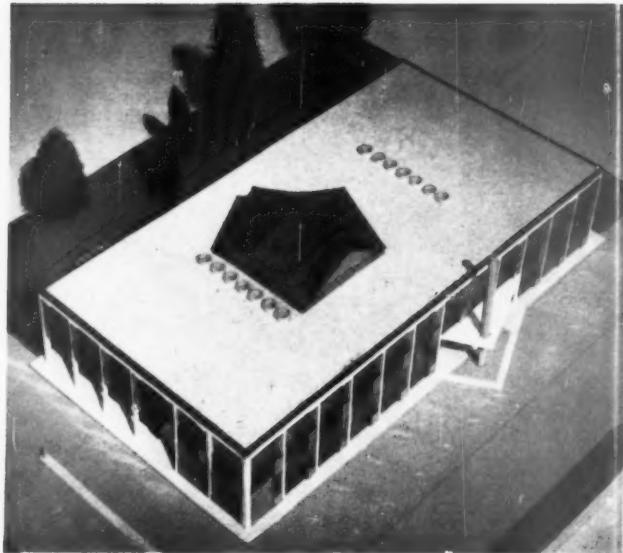
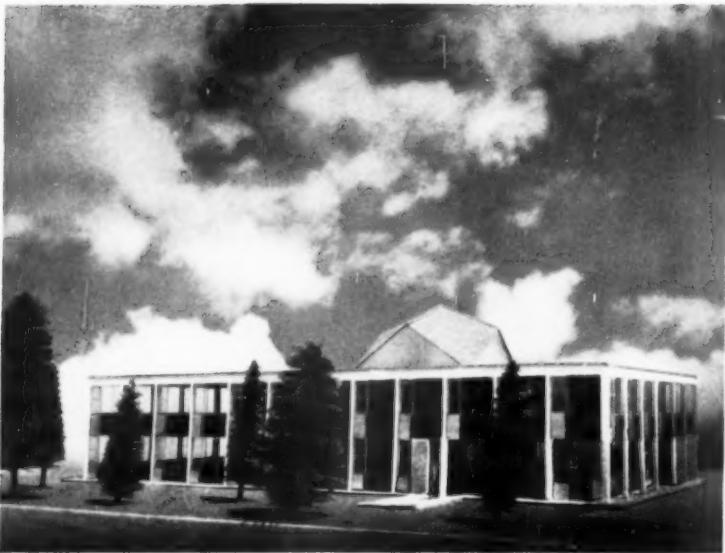
[continued on page 29]



*Insurance offices in
St. Andrew Square,
Edinburgh, by Basil
Spence and Partners.*

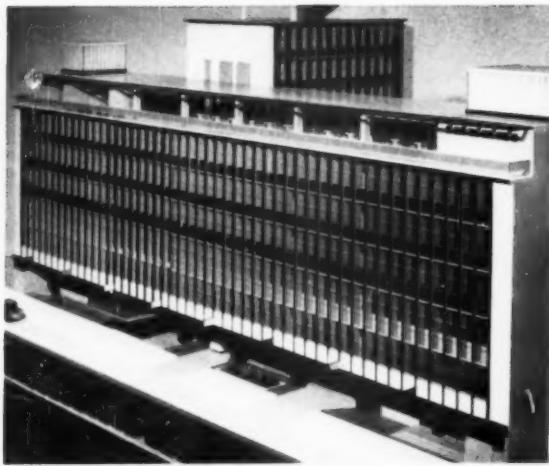
Below, meteorological office at Bracknell new town; looking from the south-west into the courtyard.





Above, offices at Poole for the British branch of Max Factor and Co., by Farmer and Dark: the entrance front, and view from above showing roofing of the central core.

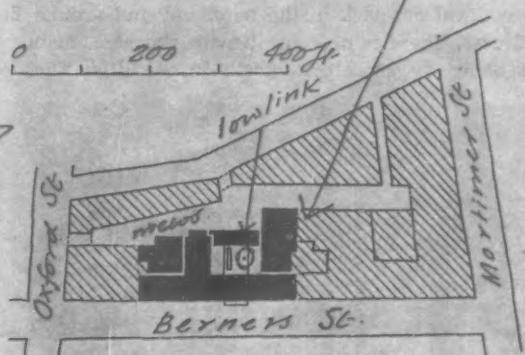
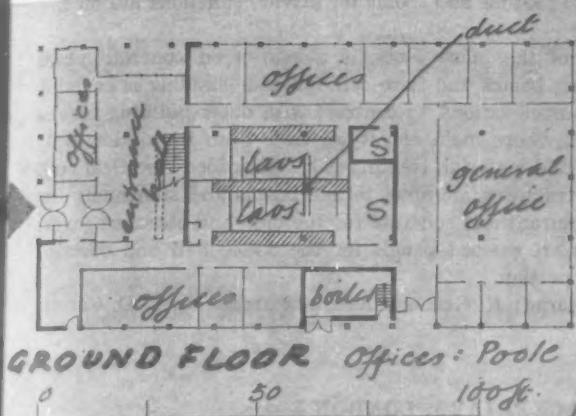
4. OFFICE BUILDINGS



Offices and showrooms in Berners Street, London; above, the street façade; right, detail of fenestration, showing also way through, beneath the block on the street front, into the garden-courtyard.

continued from page 26]

forward, are grey embossed aluminium; under the fixed lights, which are set back, blue-black asbestos sheets. Heating is by ducted warm air, extracted through the central core, with radiators in recesses beneath the opening lights. Lighting is by fluorescent tubes recessed into the false ceiling of acoustic board, the whole being completely flush to allow the partitions to be refixed on any 3 ft. 4 in. grid line.



SITE PLAN

Offices & Showrooms: Berners St.

OFFICES AND SHOWROOMS: BERNERS ST., LONDON

Slater and Uren

For Arthur Sanderson and Sons, wallpaper manufacturer, on the site of the company's old premises: a 9-storey building with a ground-floor garden-courtyard and entrance, showrooms on the first and second floors (which are united to form 2-storey display areas), offices on the third, fourth and fifth floors, dining-rooms, canteen and kitchens on the sixth and studio on the seventh and eighth. In the basement is a garage for 70 cars and in a sub-basement a stockroom of limited capacity, since it has been decided to move the main trade stock out of central London. Completion date is May, 1960.

The showrooms have been designed with the maximum of natural light. As well as the staircase approach to the showrooms from the court, there are lifts direct from the parking garage. The mews at the back is widened to serve as a goods approach. The superstructure takes the form of 45-ft.-deep blocks round three sides of the court, with a low link on the fourth.

Construction: reinforced concrete frame based on a 27 ft. by 27 ft. structural bay, subdivided into 9-ft. units. The 45-ft. blocks consist of a central bay plus 9-ft. cantilevered margins. The curtain-wall cladding is based on vertical aluminium ducts at 4 ft. 6 in. centres (accommodating ventilation and service pipes) which also serve as mullions. Between them are double-hung aluminium sash windows. Solid wall areas are faced with faience, brick or stone. The showrooms are air-conditioned.

Display designer: Beverley Pick. Structural engineer: W. A. Mitchell. Heating, ventilating, electrical and mechanical engineer: I. F. McVicker.

OFFICES, SHOPS AND DANCE HALL: STEVENAGE

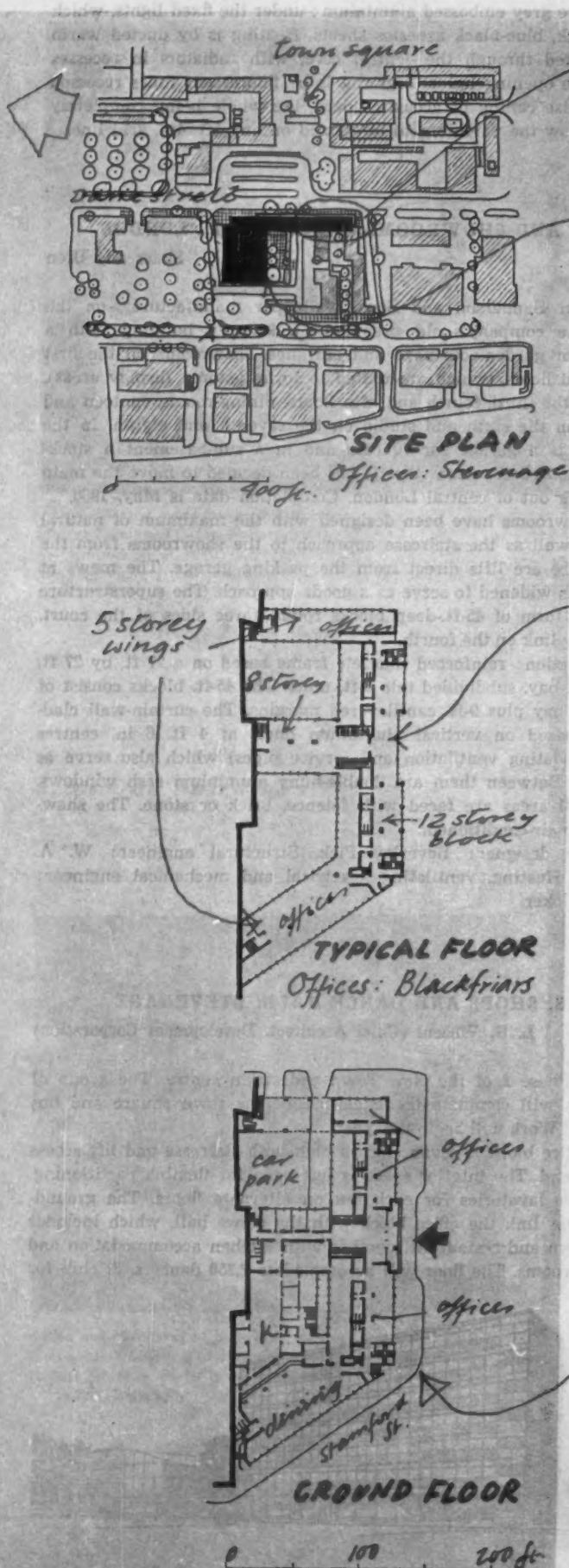
L. G. Vincent (Chief Architect, Development Corporation)

Part of Phase 2 of the New Town pedestrian centre. The group of buildings will complete the enclosure of the town square and bus terminus. Work will begin this year.

The office block is seven storeys high with staircase and lift access at each end. The interior space is left open for flexible partitioning. There are lavatories for each sex on alternate floors. The ground-floor shops link the office block with the dance hall, which includes a ballroom and restaurant together with kitchen accommodation and powder rooms. The floor will accommodate 2,250 dancers. A club for



4. OFFICE BUILDINGS



approximately 500 persons and rooms for private functions are on the first floor.

The structure of the office block is a reinforced concrete plate system eliminating beams and false ceilings. The cladding is curtain-walling on all four elevations, to contrast with other building blocks in the new town, where main elevations have been in window-wall and the ends in solid material. Heating is by embedded electrical coil. The remaining structures are steel lattice beams and stanchions for the hall and restaurant and concrete for the club and entrance foyer. Facing materials are precast panels for the dance hall and curtain-wall for the club portion.

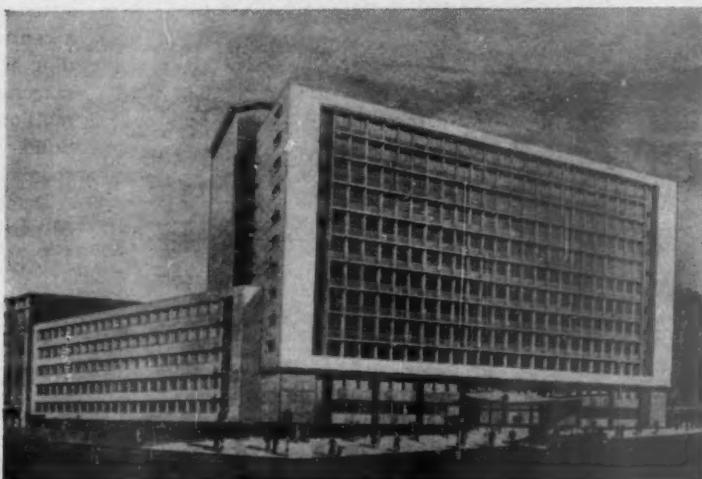
Architect in charge: R. Gorbing. Assistant architect: T. D. Carter.

OFFICES: BLACKFRIARS, LONDON

Kenneth Wakeford, Jerram and Harris

At the southern approach to Blackfriars bridge (corner of Stamford Street), for the Norwich Union Insurance Co. for lease to Unilever for occupation, as their headquarters, by the United Africa Co., whose offices are now scattered, mostly in London buildings, including Unilever House. Completion date: early 1960.

A gross floor-area of 200,000 sq. ft. is contained in the main 12-storey block, facing Blackfriars Road, and subsidiary wings of eight and five storeys. A two-level car-park in the basement and ground floor accommodates 72 cars. There is no central main staircase, main vertical circulation being by six electronically-linked lifts. The four



escape stairs also provide single-floor intercommunication. Offices are linked by a pneumatic tube system.

Construction: reinforced concrete frame with hollow-tile floors. Ground-floor columns and plinth are marble faced. Above, the facing is Portland stone with load-bearing mullions at 6-ft. centres. Below each window of the main block are mosaic-faced panels.

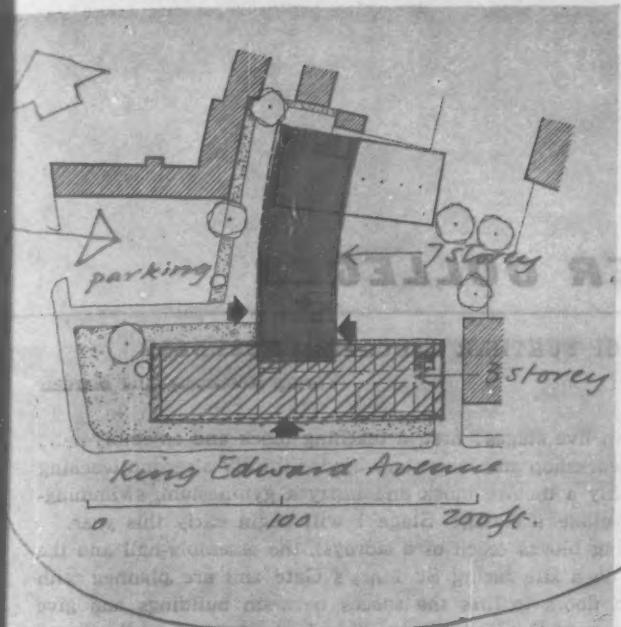
Quantity surveyors: W. G. Edwards and Avery Hall.

COUNTY OFFICES: CHELMSFORD

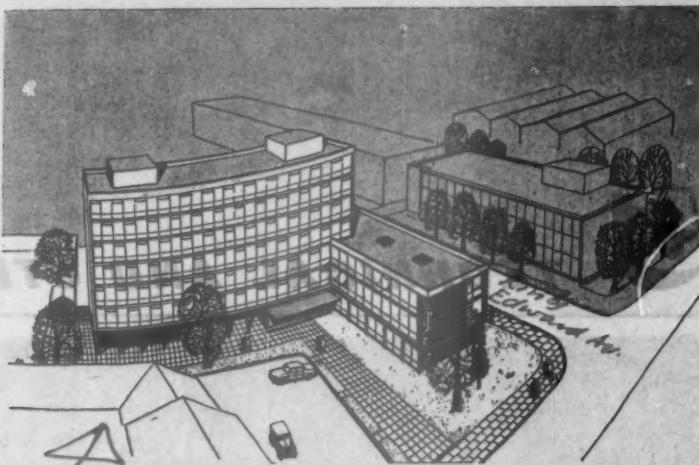
H. Conolly (Essex County Architect)

An office block adjoining County Hall to provide additional accommodation in connection with a scheme for centralizing County Council departments. Though the building is self-contained, the design provides for future extension. Work will start at the end of this year.

A 3-storey wing parallel to King Edward Avenue has a 7-storey



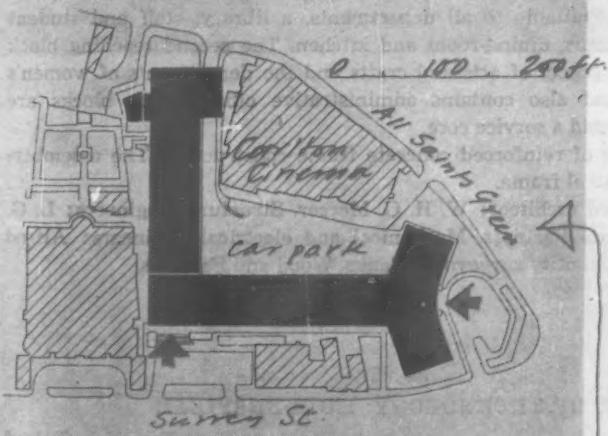
SITE PLAN County Offices Chelmsford



wing at right-angles to its centre. The building will house the County Treasurer's and the County Medical Officer's departments; also the Road Fund offices, which are planned so as to be accessible to the public and include a machine-accountancy section requiring air-conditioning and vibration-absorbents.

The frame structure is clad with curtain-walling and a, yet unspecified, textured infilling.

Deputy County Architect: D. Senior. Assistant County Architect, K. D. Box. Assistant: G. Beighton.



*SITE PLAN
Insurance Offices: Norwich*

INSURANCE OFFICES: NORWICH

T. P. Bennett and Son

For the Norwich Union Insurance Societies, on the site fronting All Saints Green and Surrey Street. The completed building, which is to be constructed in stages, will provide approximately 175,000 sq. ft. of office area. It is 'L'-shaped on plan and will eventually stand in an open setting. It is hoped to start work towards the end of this year.

Part of the building has seven floors and two basements, part nine floors with one basement. The plan is based on an office layout giving a 7-ft. module of sub-division, which has a sub-module on the upper floors of 2 ft. 4in. and 4ft. 8in.

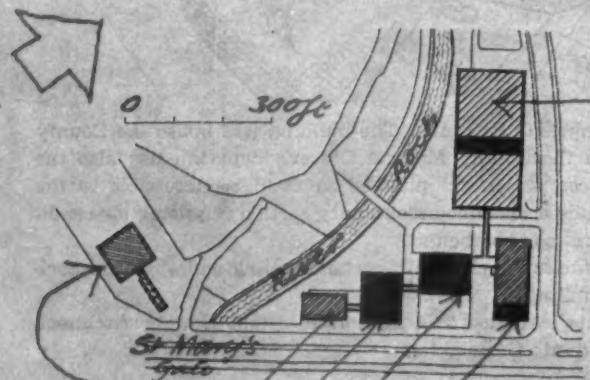
Construction: a reinforced frame designed to provide clear floor space without projecting beams. Facing will be mainly brick, but the ribs and the tower feature are Portland stone.

Engineers: Ove Arup and Partners. Quantity surveyors: Philip Pank and Partners.



5

TECHNICAL AND OTHER COLLEGES



assembly hall
teaching block 1
teaching block 2
admin & theatre

SITE PLAN

COLLEGE OF FURTHER EDUCATION: ROCHDALE

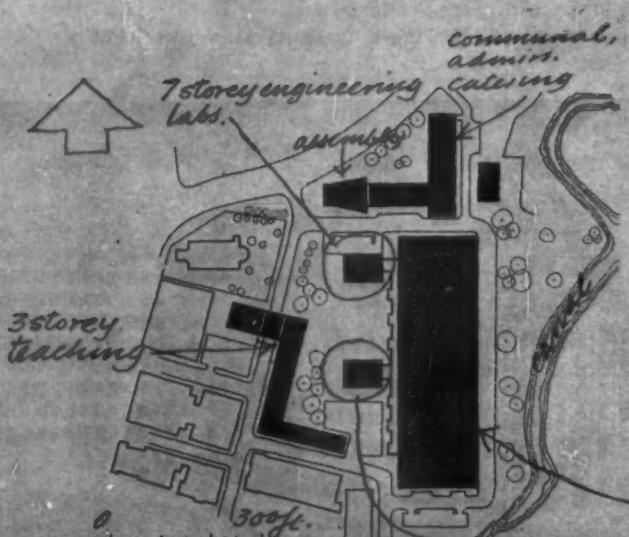
Yorke, Rosenberg and Mardall

To be built in five stages: first, a teaching block and assembly-hall; secondly, a workshop and laboratory block; thirdly a second teaching block; fourthly a theatre block and lastly a gymnasium, swimming-pool and caretaker's cottage. Stage 1 will begin early this year.

The teaching blocks (each of 6 storeys), the assembly-hall and the theatre are on a site facing St. Mary's Gate and are planned with open ground floors to link the spaces between buildings and give open views across the River Roch. The single-storey workshops and the adjoining 3-storey laboratory tower (for the engineering, building and textile departments) are on a large open site provided by a diversion of the river, which will take place while Stage 1 is building. The gymnasium, swimming-pool, etc., are on the further (south-west) side of the river, on land to be acquired later. The first teaching block houses the departments of electrical engineering, commerce, chemistry and physics, and also contains non-specialist teaching-rooms available to all departments, a library, staff and student common-rooms, dining-room and kitchen. The second teaching block houses the school of arts and crafts and the departments of women's subjects and also contains administrative offices. Both blocks are planned round a service core.

They are of reinforced concrete frame construction. The assembly-hall has a steel frame.

Associated architect: W. H. G. Mercer. Structural engineers: L. G. Mouchel and Partners. Mechanical and electrical engineers: Alfred J. Smith. Quantity surveyors: Banks, Wood and Partners.



SITE PLAN

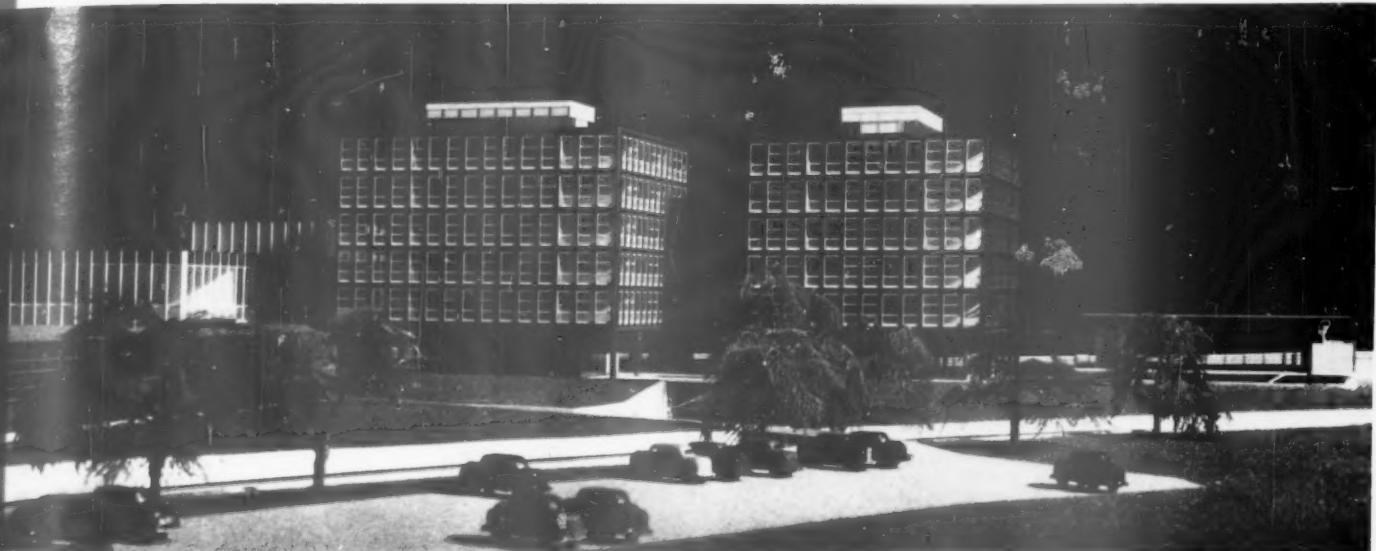
COLLEGE OF TECHNOLOGY: HUDDERSFIELD

Frederick Gibberd

Part of the city's central redevelopment area. The site is alongside the existing college, of which the chemistry building, dating from 1939, is to be retained and the main building (1884) used as a branch college for junior students. The new college is being built in three stages. The first, providing teaching accommodation only, was begun in March, 1957; the second, providing further teaching accommodation, a lecture theatre and staff room, was begun in December, 1957; the third, providing the remaining teaching accommodation, hall, common-rooms and gymnasium, is expected to begin next year.

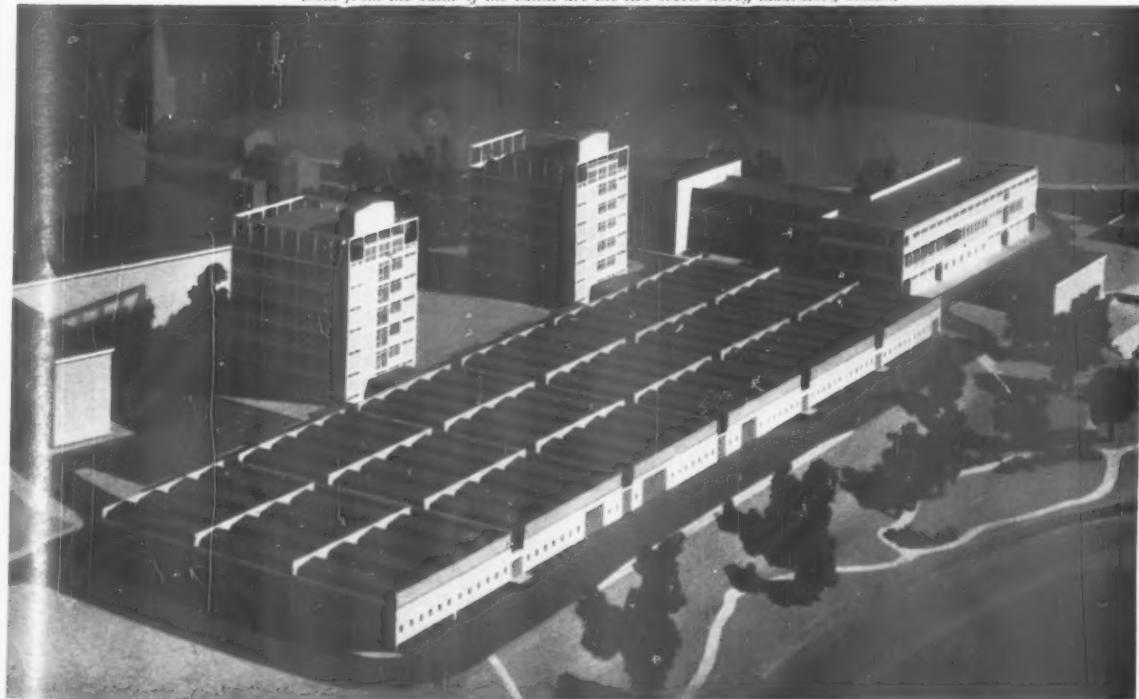
The site was previously occupied by Victorian workers' houses and the new layout maintains the rectangular pattern. On the east and south, in a deep ravine, is the Huddersfield canal whose banks, covered with derelict gardens and old buildings, will be cleared and laid out as gardens for the college. Here are sited the gymnasium and games court. In the north-east corner is the site of a future school of art. A single-storey workshop block adjoins the canal and is linked to a 7-storey block of textile laboratories, one of the largest

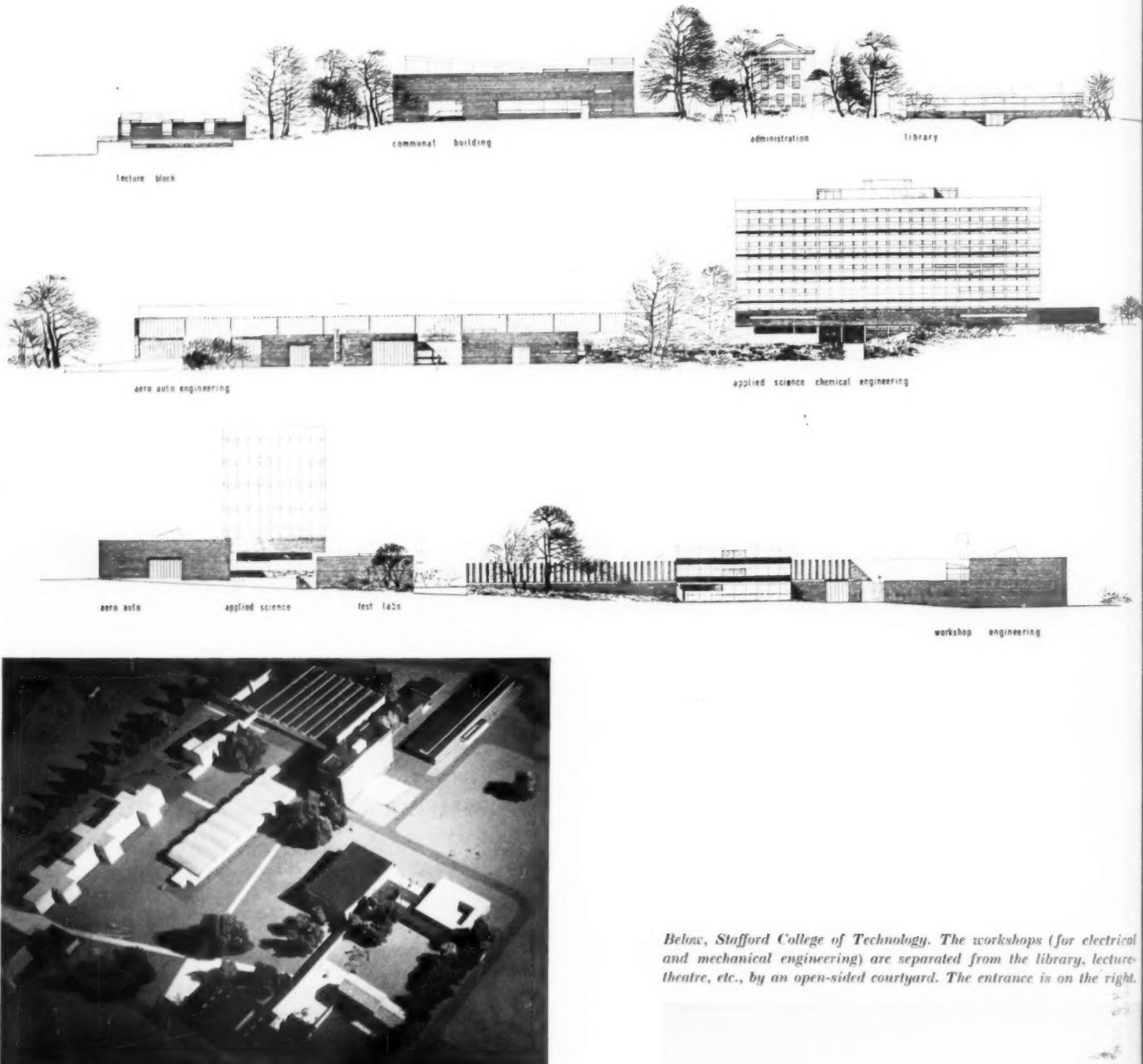
[continued on page 25]



College of Further Education. The six-storey buildings, raised on columns, are the two teaching blocks.

Below: College of Technology, Huddersfield. In the foreground are the workshops, and on the far side of them from the bank of the canal are the two seven-storey laboratory blocks.

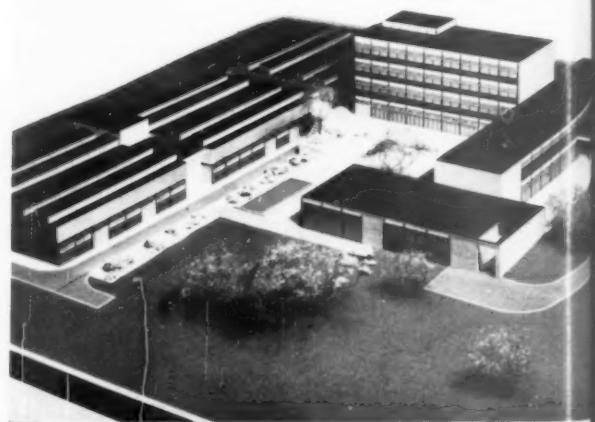




Loughborough College of Technology: above, from the air; top of page, elevations of the main buildings including (centre of top drawing) the existing Georgian mansion.

5. TECHNICAL AND OTHER COLLEGES

Below, Stafford College of Technology. The workshops (for electrical and mechanical engineering) are separated from the library, lecture theatre, etc., by an open-sided courtyard. The entrance is on the right.

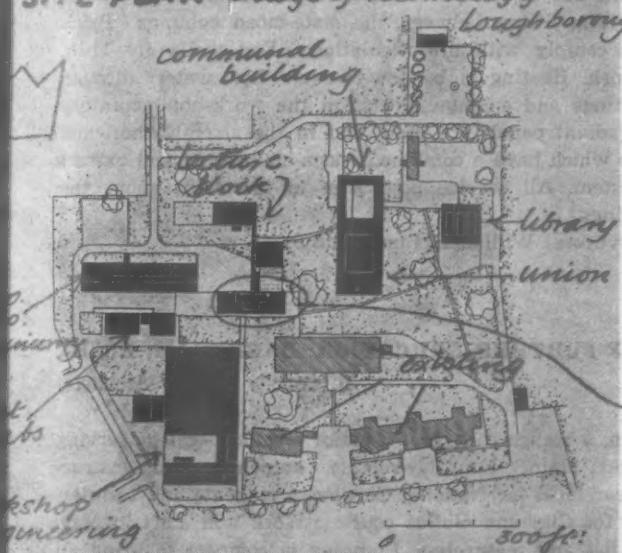


continued from page 33] COLLEGE OF TECHNOLOGY: LOUGHBOROUGH
departments being that of textile industries. A similar block of engineering laboratories is also linked to the workshops. On the north boundary, adjoining a ring road, are the assembly-hall and a communal and administration block. The catering department occupies a 3-storey wing at right-angles to it so that students can cook and serve in the refectory. Classrooms and laboratories of other departments occupy another 3-storey block opposite the workshops to enclose the central space of the college precinct.

The workshop block has a reinforced concrete frame with tubular steel roof-trusses. External walls are stone faced. The 7-storey blocks have exposed precast concrete wall frames from which prestressed floor units span to central in-situ spine beams. Window panels are stone faced. The administration and catering blocks are similar without the central columns and spine beams.

Partner in charge: G. T. Goalen. Assistant architect: J. A. Graham. Structural engineers: F. J. Samuely and Partners. Services engineers: Brandt and O'Dell. Quantity surveyors: John Watson and Carter.

SITE PLAN College of Technology:
Loughborough



COLLEGE OF TECHNOLOGY: LOUGHBOROUGH

Richard Sheppard, Robson and Partners

An expansion of the existing college, which is to become one of the eight National Colleges. The present buildings are scattered over the site and other accommodation is dispersed through the town. This development plan, designed to concentrate the accommodation, provides for a group of educational buildings, all of which will be started early in the new year.

The existing buildings are at the foot of a small hill topped by a Georgian mansion. The new buildings occupy the slope between. The mansion will be used for administration and has the union buildings, assembly-hall and library immediately below it. Further down are the new teaching buildings. These consist of a 6-storey laboratory block for general science and chemical engineering, a lecture-hall block connected to it and an engineering department (for aeronautical, automobile and general workshop engineering). The laboratory block has a central service core, with laboratories on either side. They include a ground-floor chemical engineering laboratory with an open gallery rising through three floors. Nuclear energy and radiation laboratories occupy a separate one-storey block to give greater safety. The 2-storey engineering building combines workshops and teaching accommodation under the same roof. The library will serve the whole college and is planned in relation to the students' union, the assembly-hall and the residential buildings over the hill. The sloping ground allows entrance at two levels. The main assembly-hall can be combined with two large lecture-rooms to seat 1,200 students.

Construction: single- and 2-storey buildings are steel framed with timber roofs. The science and nuclear building has a reinforced concrete frame clad with precast panels with an exposed white marble aggregate. Otherwise all external walls are brick. Windows are timber with aluminium opening lights.

Structural engineers: Hajnal and Myers. Services engineers: Oscar Faber. Quantity surveyors: E. C. Harris and Partners.

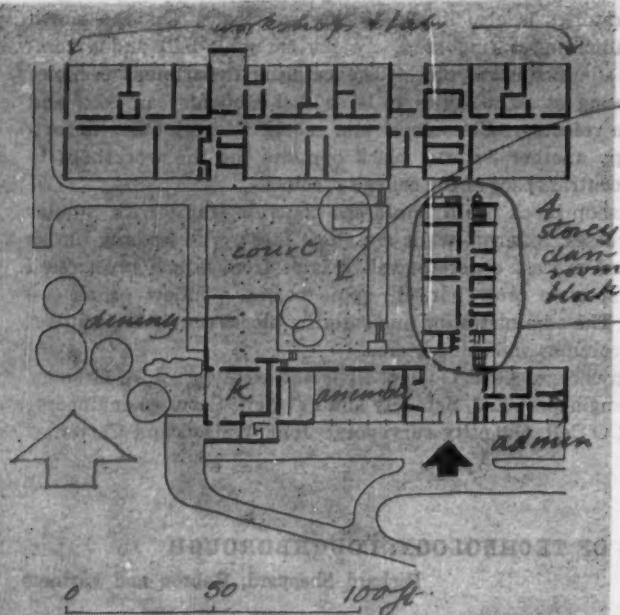
SITE PLAN
College of Technology:
Stafford

COLLEGE OF TECHNOLOGY: STAFFORD

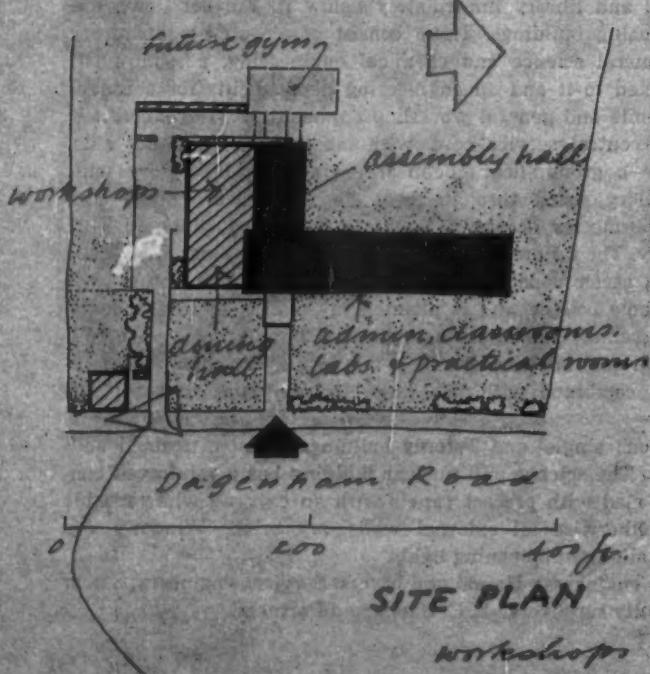
Norman and Dawbarn (with A. C. H. Stillman, Staffs County Architect)

About two miles from the centre of the city. The principal subjects to be taught are advanced electrical and mechanical engineering, and a large proportion of the total area of 67,000 sq. ft. is allotted to

5. TECHNICAL AND OTHER COLLEGES



GROUND FLOOR
College of Technology:
Stafford



SITE PLAN

workshops and laboratories. Work will start late this year.

The building occupies the crown of a hill and the steep contours are utilized to provide the necessary variations in headroom. The site is somewhat exposed, and the planning is round a sheltered court to give a feeling of enclosure. This plan-form also allows for large-scale extensions and keeps the more noisy workshops and laboratories away from the classrooms, library and lecture theatre. The main entrance-hall on the south side gives easy access to the classrooms, administration unit, assembly-hall and lecture-theatre. The two latter will be available for outside functions.

Construction: a reinforced concrete frame based on a 12 ft. 2 in. grid. The 4-storey classroom block has in-situ columns supporting hollow-tile floors and roof without projecting beams; the 2-storey administration and communal block has a roof of steel decking on prestressed beams spanning the full width, with a first floor similar to that of the classroom block. Both the single-storey dining-room and the workshop-laboratory group have precast frames roofed with steel decking. The laboratories and workshops have a monitor rooflight system.

External walls are of vitreous enamelled panels in metal frames of standard width, fitting between the slate-faced columns. Brick back-up walls comply with fire regulations. End walls are 11-in. cavity brickwork. Heating is by low-pressure hot water through radiators, skirtings and ceilings, except in the workshop-laboratory block where radiant panels are used, and in the assembly-hall and lecture-theatre which have a combined warm-air heating and extract ventilation system. All service pipes run in the voids above the suspended ceilings.

Quantity surveyors: William C. Inman and Partners.

COLLEGE OF FURTHER EDUCATION: DAGENHAM, ESSEX

H. Conolly (County Architect)

At Rush Green, a branch college of a major technical college serving south-east Essex. Mainly for "day-release" students, giving instruction to first-year level for National Certificate students and to intermediate level for City and Guilds courses. Work will start in May.

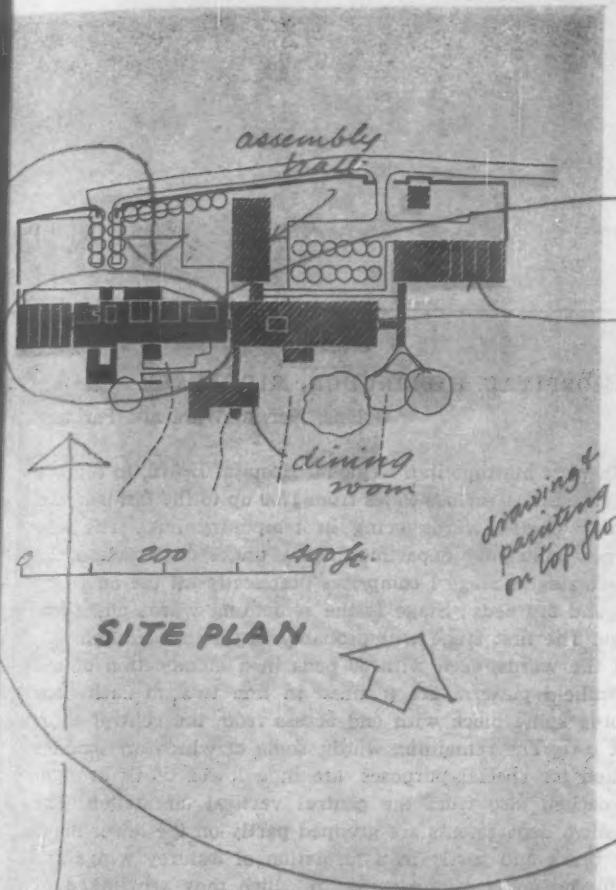
The site is flat and featureless. Planning is compact to bring all communal and administrative accommodation within easy reach of one main entrance. The assembly-hall is to be used for physical training until a gymnasium is built later.

Construction: reinforced concrete frame for the multi-storey block, with concrete floors. Ground-floor external walls (slightly recessed) are brick; cladding above is of precast concrete units. The workshop block has a steel frame, roof of reinforced wood-wool slabs and brick walls.

Deputy County Architect: D. Senior. Assistant County Architect



(Education): W. C. B. Smith. Principal assistant architect: N. P. Astins. Assistant architect: Mrs. D. M. Nichols.

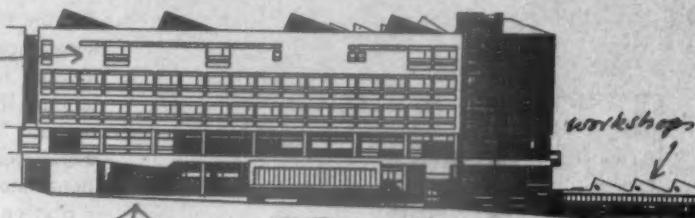


COLLEGE OF ART: BROMLEY, KENT

Pite, Son and Fairweather (with E. T. Ashley Smith, County Architect)

On the Maidstone-Sevenoaks road. The site is shared with a technical college, now under construction, which also has a large dining-hall and assembly hall which the Art College will use. A school of building and a gymnasium will be built later on the same site. It is hoped to begin the Art College this year.

It consists chiefly of a 5-storey block designed as a linear extension of the main technical college block. The sculpture and modelling



N. Elevation

departments are on the ground floor and extend beyond the main block to form working courtyards. The cabinet-making and industrial design department is also on this floor in a small workshop block linked to the main block. The administration and communal accommodation is on the first floor, with access on this floor to the communal accommodation shared with the technical college. On the second floor is the department of commercial design, with the school of dress on the floor above. The drawing and painting studios are on the top floor and have varying sizes of north-east lights to give different light conditions.

The main block is of reinforced concrete with in situ floors. Cladding above first floor is precast concrete units on the frame with glass infilling, and brickwork. The workshop block is concrete framed but the other single-storey buildings are load-bearing brick.

Structural engineers: Ove Arup and Partners. Mechanical services engineers: J. Stinton Jones and Partners. Quantity surveyors: Arthur J. Willis and Thompson.

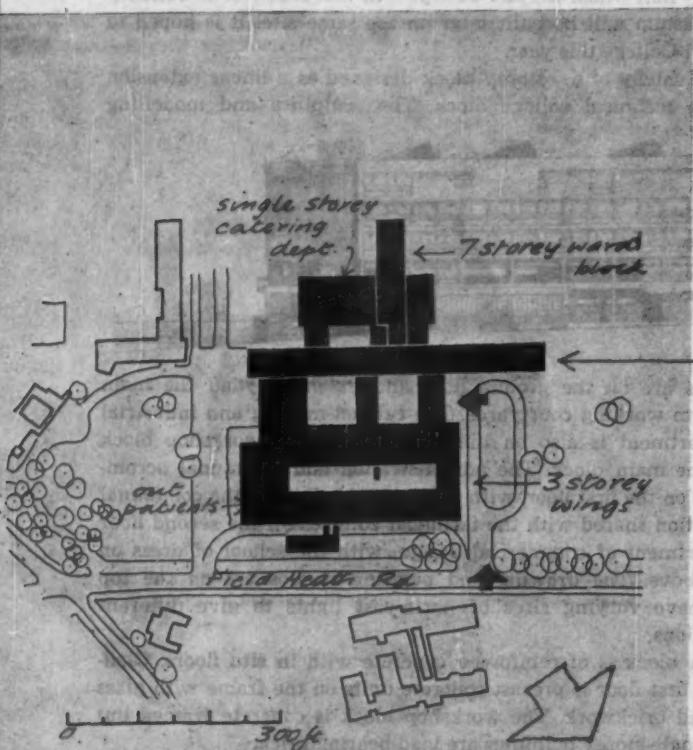
Above, from the north (workshops on the right); below, from the south, showing working courtyards extending the ground floor sculpture studios.

S. Elevation



6

HOSPITALS



SITE PLAN

GENERAL HOSPITAL: HILLINGDON, MIDDLESEX

Gollins, Melvin, Ward and Partners

For the North-West Metropolitan Regional Hospital Board, to replace accommodation built at various times from 1700 up to the last war, the greater number of the wards being in temporary huts. The site adjoins the new maternity department, now under construction. To be built in two stages. Stage I comprises practically all the ancillary departments and 210 beds; Stage II the remaining wards and additional storage. The first stage will probably begin this autumn.

Sixteen of the wards, each with 30 beds in a modification of the open type Nuffield-pattern, are planned in line two on each floor in the 2-storey spine block with end access from the central staircase and lift core. The remaining wards, some of which are smaller and earmarked for special purposes, are in a lower block at right angles, approached also from the central vertical circulation. The ancillary medical departments are grouped partly on the lower floors of the spine block and partly in a formation of 3-storey wings and courtyards to the north of the spine, to which they are linked by corridors. On the lower ground floor are staff cloakrooms, pharmacy and central sterilizing departments and stores. The fall of the land allows entrances to this floor at natural ground level. The ground floor contains the departments of physio- and occupational therapy, X-ray, casualty and some out-patients' clinics. The main hospital entrance is at this level, leading direct to administration and the main lift and staircase hall; also the ambulance and walking case entrances for out-patients and casualties. On the first floor are most of the out-patients' clinics, the operating theatre suite, the pathology department and the greater part of the medical administration. The kitchens, which serve both the wards and dining-rooms, are at lower ground-floor level to the south of the spine. An underground passage connects the kitchens to the detached maternity department. Heating and hot-water installations are fed from the calorifier chamber on the lower ground floor, which is served by steam mains from the central boiler-house in the old hospital.

Construction: reinforced concrete frame. The 2- and 3-storey wings have curtain-walling on a 4-ft. module; the multi-storey block on a 5ft. module, both with infill panels of opaque glass.

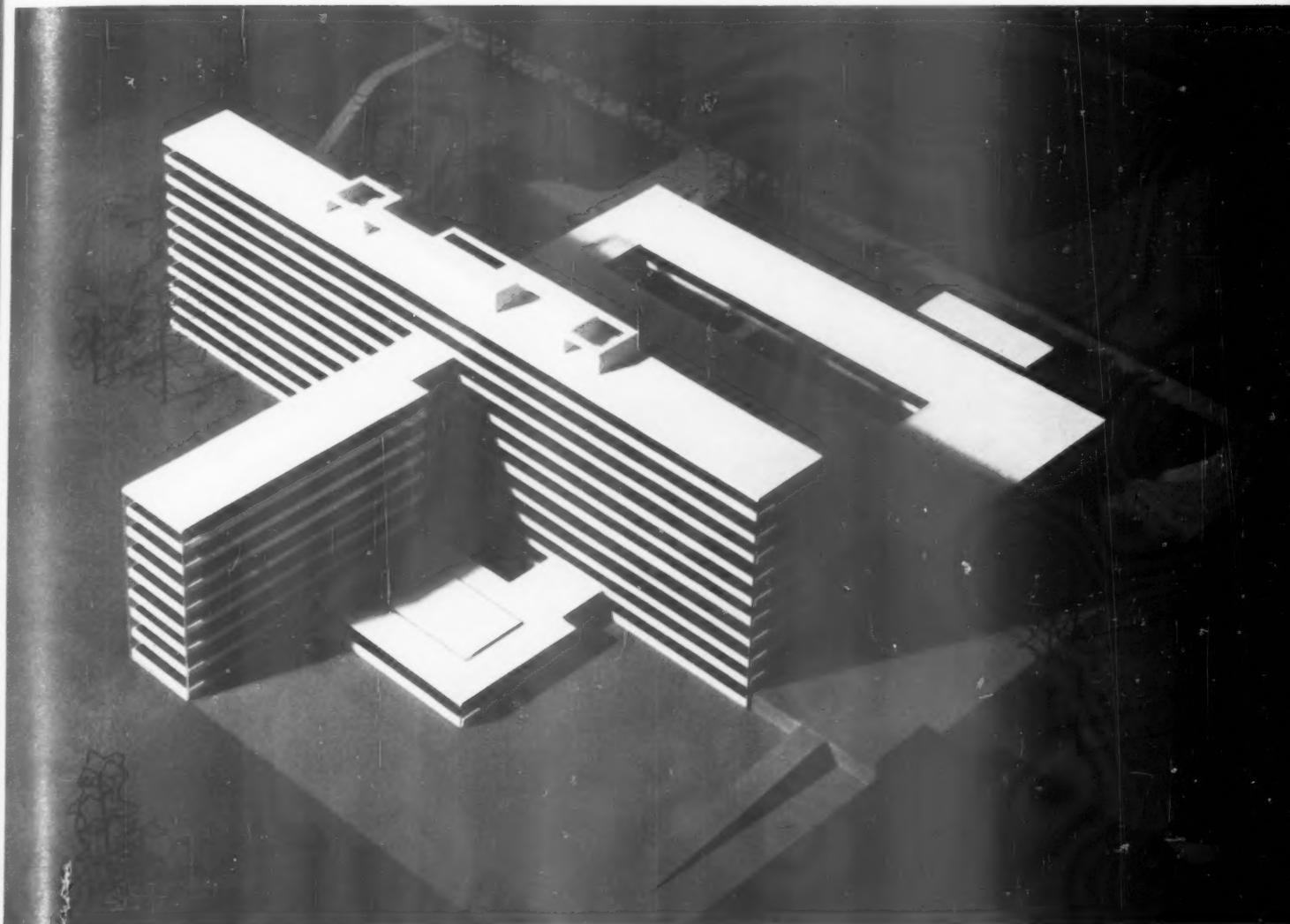
Structural engineers: W. V. Zinn and Partners. Mechanical engineers: J. Stinton Jones and Partners. Quantity surveyors: Davis, Belfield and Everest.

MATERNITY HOSPITAL: CORBY

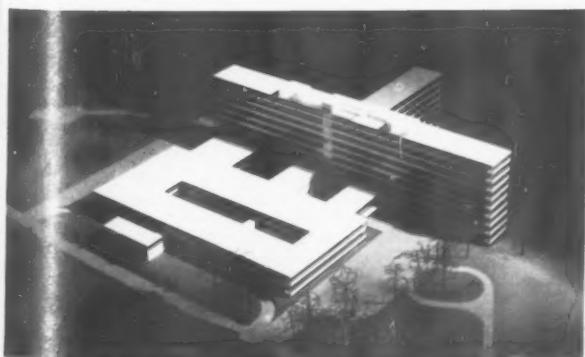
Richard Llewelyn Davies

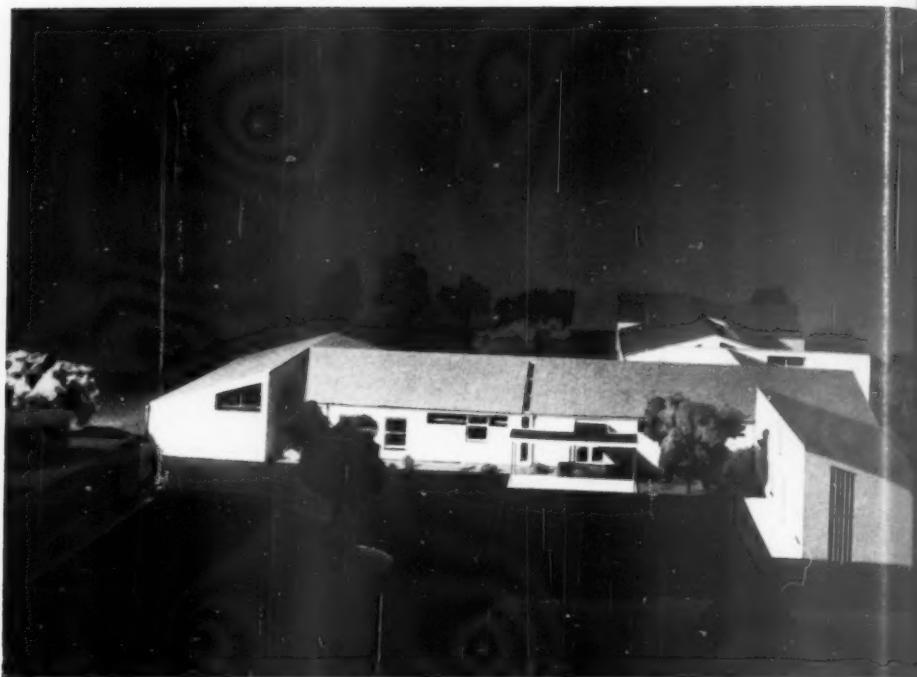
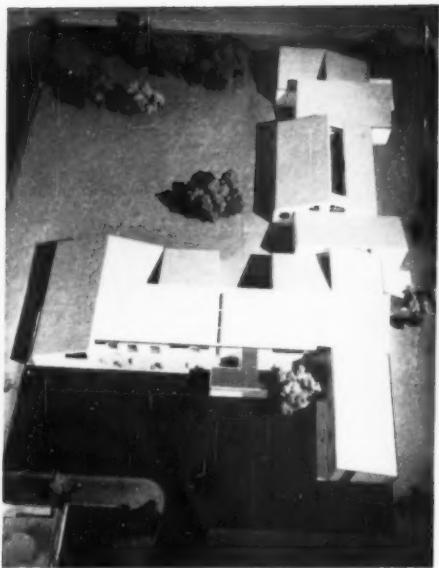
Adjoining the Nuffield Diagnostic Centre at Corby new town, and forming part of a planned development to provide medical care for the new town in conjunction with the nearby general hospital at Kettering. It will cater for mothers whose confinements are expected

[continued on page 41]



Hillingdon hospital, Middlesex: above, the two main ward blocks; left, from the opposite direction showing, in front of the ward blocks, the ancillary departments in lower buildings grouped round a series of courtyards.

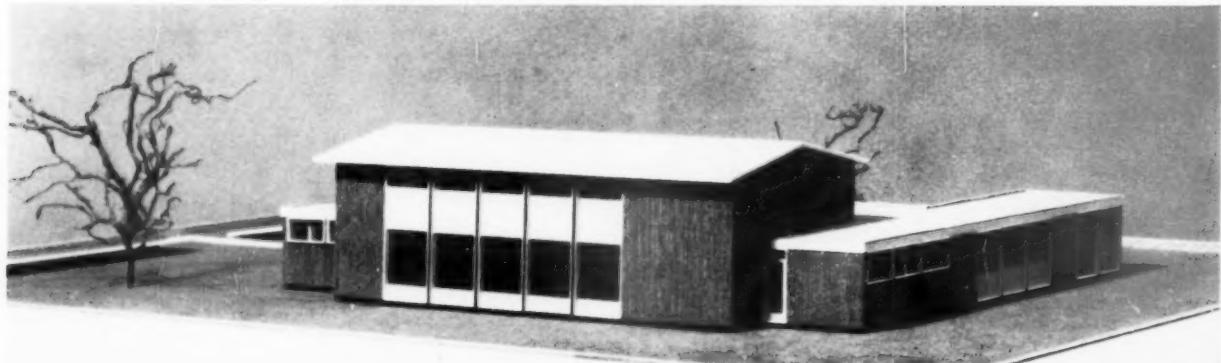
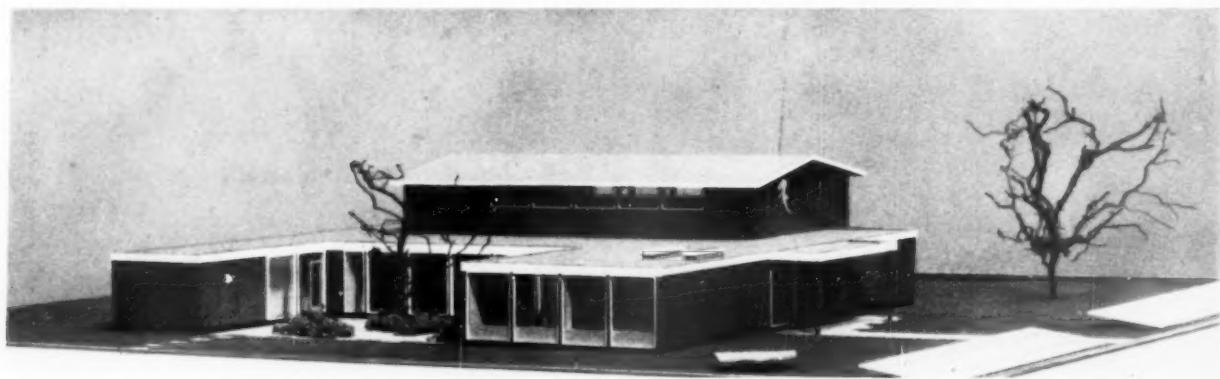




Maternity hospital at Corby, Northants, by Richard Llewelyn Davies: left, from above, showing roof treatment designed to be seen from neighbouring buildings and high ground; above, looking toward the main entrance.

6. HOSPITALS

Below, social therapy unit at Nottingham: top, looking from the west into the garden courtyard; bottom, from the east, with the hall in the foreground.



continued from page 28]

to be normal, and who remain under the care of their general practitioner during confinement. It is hoped to start building in March of this year.

The site is considerably lower than the approach road, from which, and from the Diagnostic Centre, it is possible to see over the roofs of the new building, which have therefore been designed with special care: in effect, a landscape in themselves. There are 20 beds, mostly in single rooms, but two four-bed rooms are provided for those who prefer company. Babies will normally remain with their mothers both by day and by night, although a night nursery is provided for emergency use.

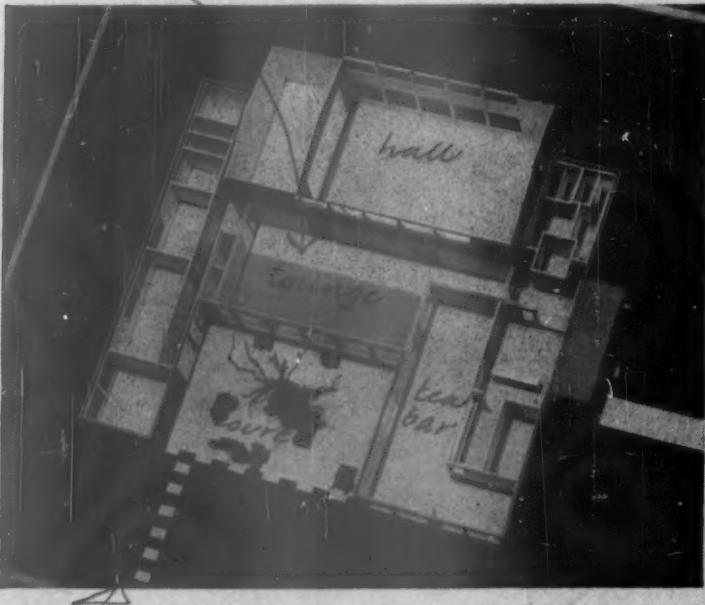
Construction: white flint lime brick walls; roof coverings and gutters in sheet zinc.

SOCIAL THERAPY UNIT: NOTTINGHAM

Booth, Ledeboer and Pinckheard

An experimental unit for the Nuffield Provincial Hospital Trust, sited in the grounds of the existing mental hospital. It is a single-storey building detached from the main hospital, where patients can congregate and enjoy recreation and social activities. Construction is just beginning.

The building is planned round three sides of a west-facing terrace. Entered from the south, a spine corridor serves a hall, seating 130 people, to the east and a series of activity rooms to the north. A lounge, the centre of social functions, opens directly off the spine



corridor and is planned to take advantage of views across the courtyard to the west. The south wing contains two tea-rooms, the kitchen and a shop.

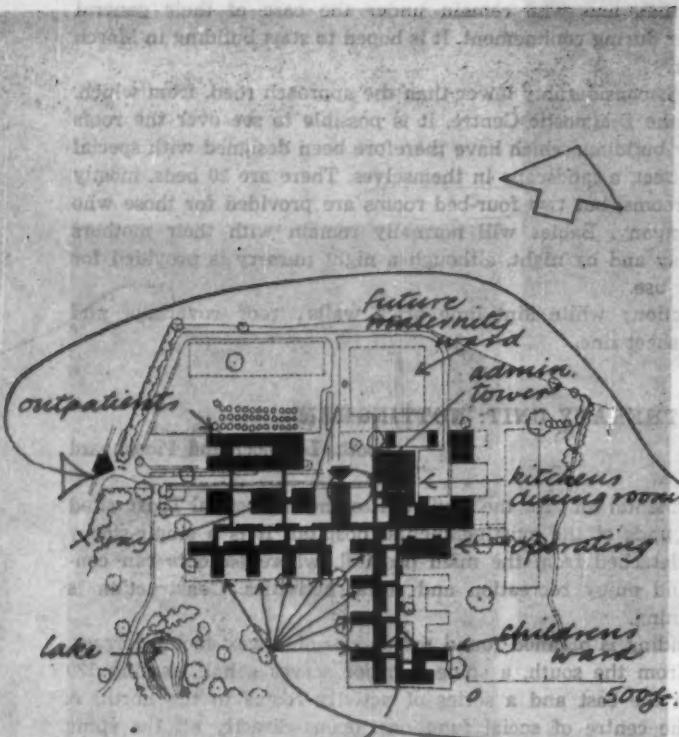
Construction: designed to suit a proprietary prefabricated timber system. Cladding is cedar vertical boarding and painted ply panels. Central heating and hot water are provided by the boiler plant in the adjoining hospital.

GENERAL HOSPITAL: SLOUGH

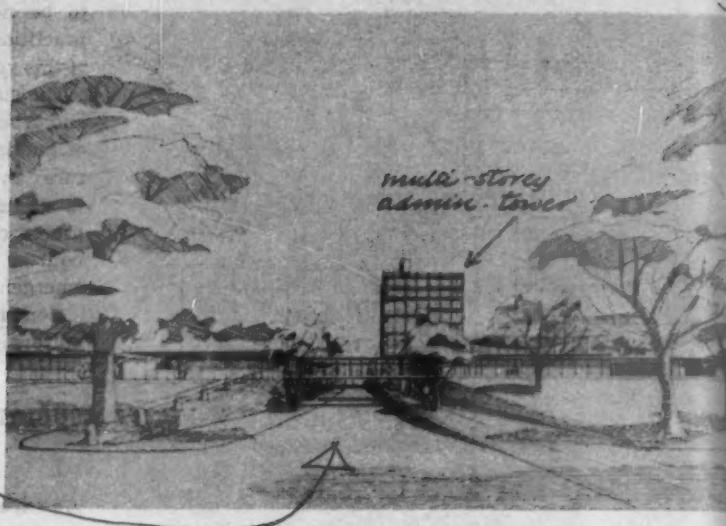
Powell and Moya

For the North-West Metropolitan Regional Hospital Board, to serve a population of 140,000. The site is the grounds of Wexham Park, a Victorian mansion 1½ miles north of Slough. The scheme will provide

6. HOSPITALS

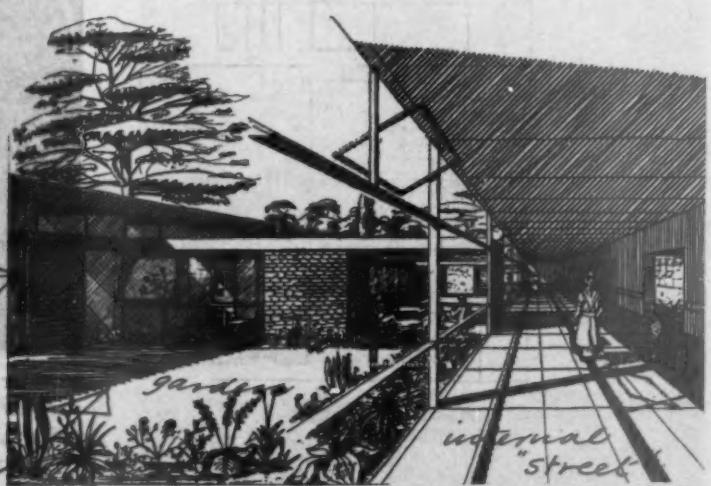


SITE PLAN
General Hospital : Slough



in the first place 300 beds, out-patients', casualty and X-ray departments, operating theatres and the usual services; at a later date another 100-125 beds, providing a maternity unit and gynaecological wards, and perhaps a hospital laundry, may be added. Work will probably begin on the first stage at the end of this year.

The plan consists of three main groups: main hospital building, service buildings (kitchens, boiler-house, etc.) and residential buildings. The eight standard ward units contain 30-32 beds; a ninth is for children. They are laid out on one floor to facilitate later extensions, in the form of separate pavilions enclosing small gardens, linked by corridors to form two wings at right-angles. The remaining accommodation, spread out to the north, is also single-storey except for a centrally placed multi-storey tower containing the administration and some accommodation for resident medical staff. The tower has split floor-levels to maintain convenient ceiling heights. The main entrance is at the foot of this tower.



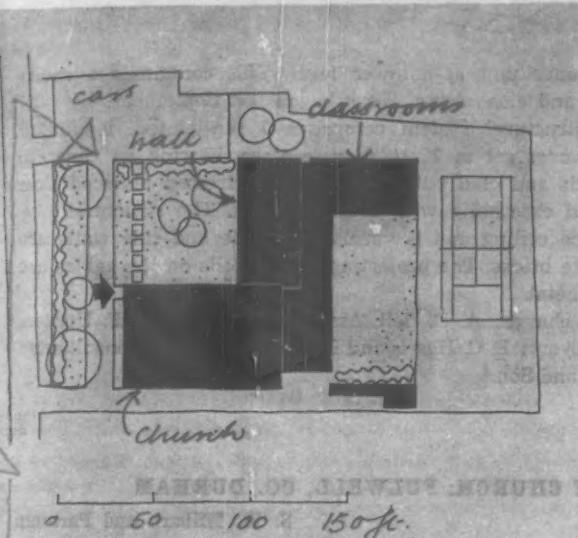
Above, looking along the internal 'street.' Top of page, from the direction of the main entrance, showing a corridor passing over the sunk approach road.

CONSTRUCTION

Construction: reinforced concrete frame except in the case of the wards and hostels which have load-bearing brick cross-walls with reinforced concrete floors and roofs.

Associated architects: R. Llewelyn Davies and John Weeks. Assistant architect in charge: R. Henley. Assistant architect: D. Acton Stow. Structural engineer: F. J. Samuely. Mechanical services engineers: J. Roger Preston and Partners. Quantity surveyors: Davis, Belfield and Everest.

7 CHURCHES



SITE PLAN

METHODIST CHURCH: MITCHAM

Edward D. Mills and Partners

To replace the design illustrated in the AR Preview issue, January, 1956, for a building on the site of the original church destroyed in the war. This site has since been sold and a larger bought on Mitcham Cricket Green half a mile away, adjoining a 19th-century chapel already owned by the trustees. Work has begun, and when the new church is complete in June the chapel will be demolished to make way for a car-park.

The new buildings include a church seating 300, a church-hall seating 200 with stage, three large classrooms (two of which are separated by folding doors), kitchen with service counter to allow the joined classrooms to serve as a youth-club canteen, dressing-



rooms, vestries, church-vestibule with cloakrooms and boiler-room. Church and hall have separate access from the same covered way.

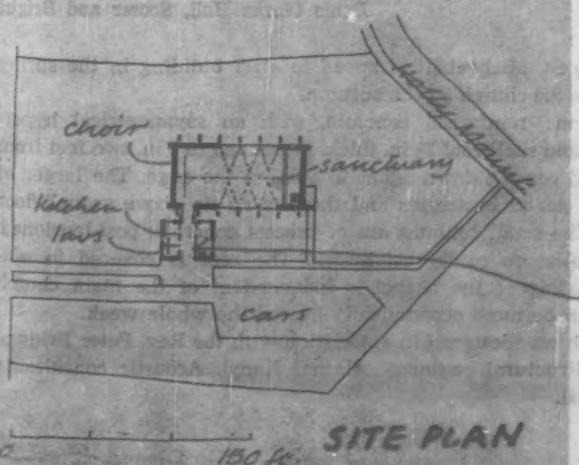
Construction: church, reinforced concrete frame with brick infill walls, hardwood windows and folded slab roof; hall and classroom unit, load-bearing brick with timber roofs. Heating throughout by hot air run in floor ducts.

Assistant architect in charge: Rachel Moulton. Consulting engineers: Ove Arup and Partners. Quantity surveyor: Leslie W. Clark.

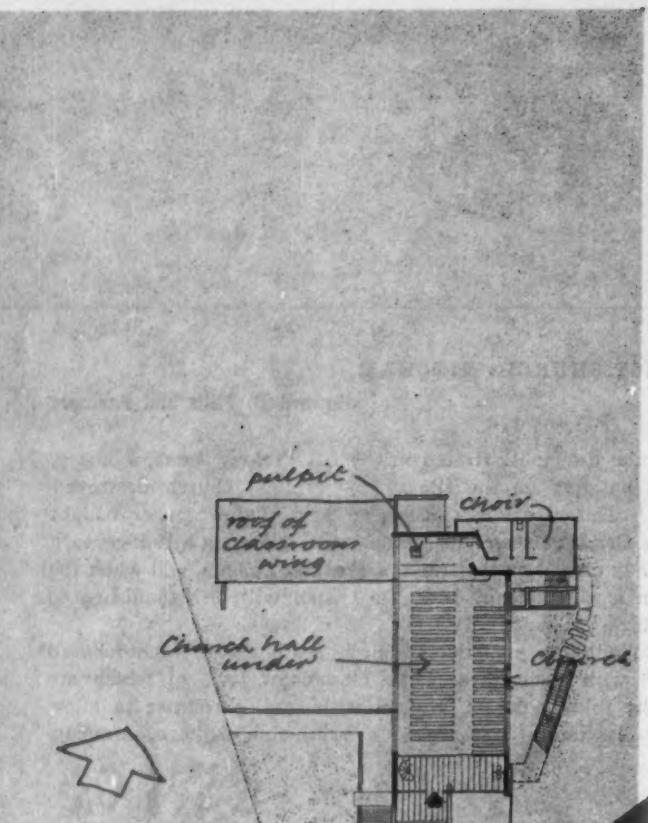
PRESBYTERIAN CHURCH: BELFAST

Munce and Kennedy

In the Northern Ireland Housing Trust estate at Dunmurry. The main requirements were accommodation for a congregation of 300 and a choir of 30, a sanctuary with vestry adjacent, entrance hall, choir/meeting room and ancillaries, together with provision of temporary facilities for social functions within the church proper until the erection of a future hall. The main axis of the church is set parallel to the contours. It is entered through a connecting stair link



7. CHURCHES



from the entrance unit at a lower level. This contains the choir-room, kitchen and cloakrooms. Work began last September.

The main structural system comprises 7 pin-jointed, laminated timber 'A' frames set at 12 ft. 6 in. centres, bearing on concrete foundation pads and clad with prefabricated stressed plywood skin panels, finished externally with cedar shingles. The structural plywood forms the ceiling and is varnished. Gable and side walls are of 2-in. concrete bricks. The projecting cross motifs on the gables are of hammered metal.

Architect in charge: A. D. Bell. Assistant architect: B. P. Horgan. Quantity surveyors: E. C. Harris and Partners. Electrical consultants: G. McCartney and Son.

METHODIST CHURCH: FULWELL, CO. DURHAM

S. W. Milburn and Partners

At the junction of three roads with the apex of the triangular site, where the building is placed, at the highest point, enabling it to form a prominent feature in the surrounding new housing estate. Work will start early this year.

The church, which seats 300, is placed above the church-hall, which accommodates 340 and has a stage. Alongside are a kitchen and classrooms for Sunday school and other church purposes. In front of the main entrance to the church, which also closes the vista provided by the main approach road, is a hanging cross, elevated on metal supports some 60 ft. above ground level.

Construction: load-bearing brick walls and laminated timber trusses carrying a one-way sloping roof covered with copper.

Assistant architect (and model-maker): Denis Wilkinson.

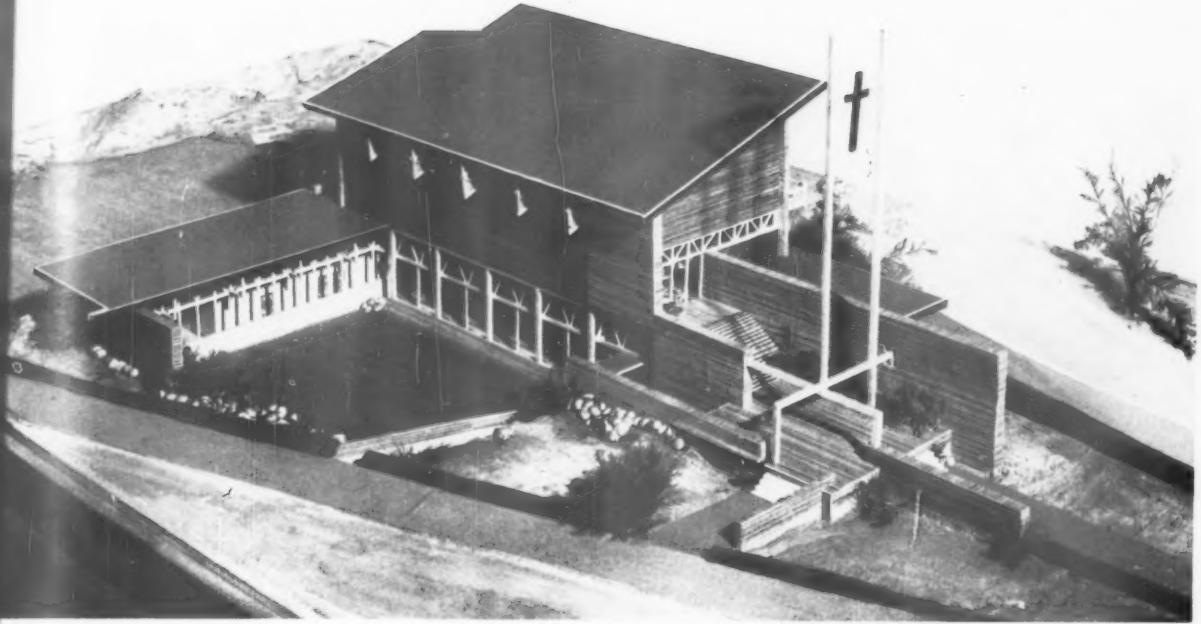
CHURCH: WELWYN

Denis Clarke Hall, Scorer and Bright

Dedicated to St. Michael. It is hoped to start building in the spring and complete the church by the autumn.

Construction: reinforced concrete, with an asymmetrical hyperbolic paraboloid shell roof $2\frac{1}{2}$ in. thick, increasing to 9 in. two feet from the edge and coming down again to 6 in. at the edge. The larger of the columns act as buttresses and there is no tie above ground-floor slab level. The small columns are of precast concrete, post-tensioned. External walls are cavity brickwork. The roof is covered in aluminium. Heating of the chapel is independent of the main church so that it can be more economically heated the whole week.

The church was designed in association with the Rev. Peter Bridges, A.R.I.B.A. Structural engineer: Hajnal Konyi. Acoustic consultant: Hope Baggenal.



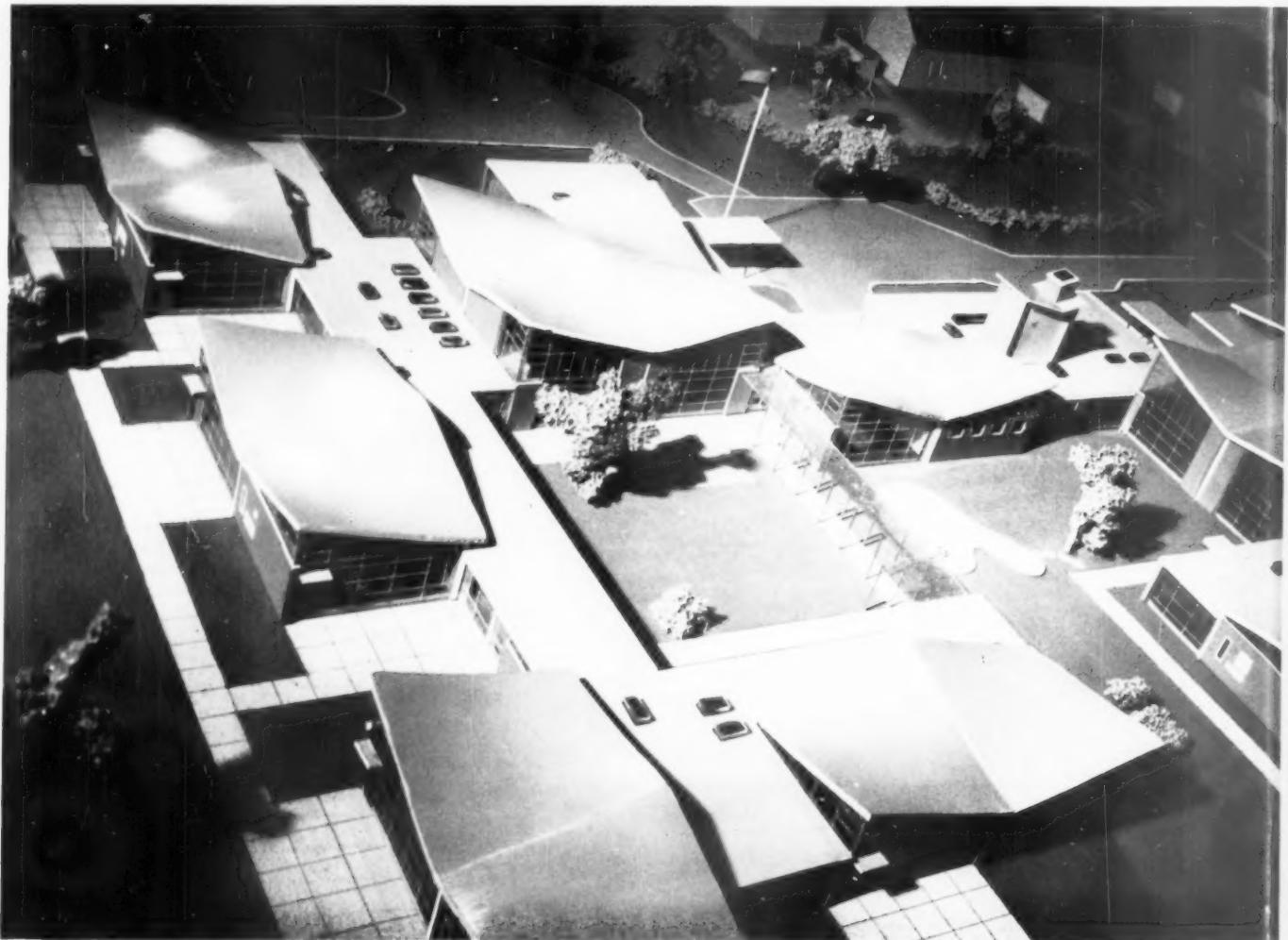
Methodist church at Fulwell, with the church superimposed on the church hall and reached by a flight of external steps. At the foot of these, on the axis of the main approach (from the direction of which the photograph on the right is taken) is a cross hanging in a metal frame.



*Church at Welwyn, Herts.
showing both outside and
inside surfaces of the asymmetrical shell-concrete roof.*



8 SCHOOLS



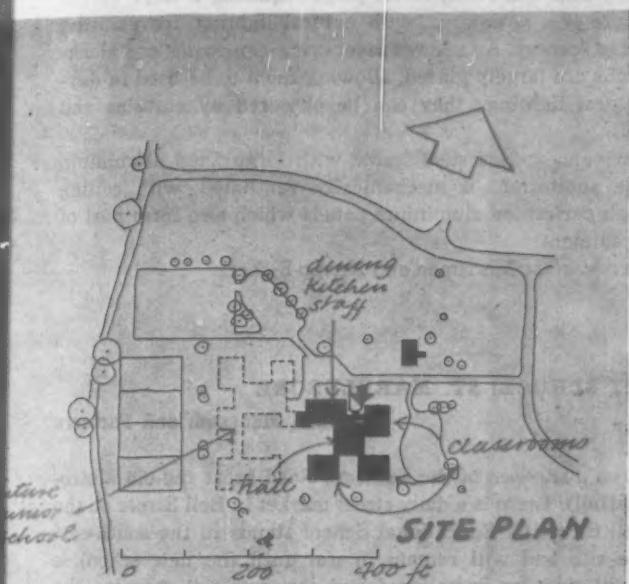
Above, looking down at the Ipswich primary school, showing planning in separate pavilions round a garden court, eliminating corridors; also the use of paraboloid timber roofs.

Friern Barnet secondary school, with teaching block (on the left) linked to assembly-hall block by curved wing, open at ground level, providing staff accommodation above.



PRIMARY SCHOOL: IPSWICH

Johns, Slater and Haward



To serve an expanding new council housing estate on the outskirts of the town at Sprites Lane. It provides for 240 infants and 320 juniors. Work on the infants' section began last June and will finish in July. The junior section will begin in April and finish a year later.

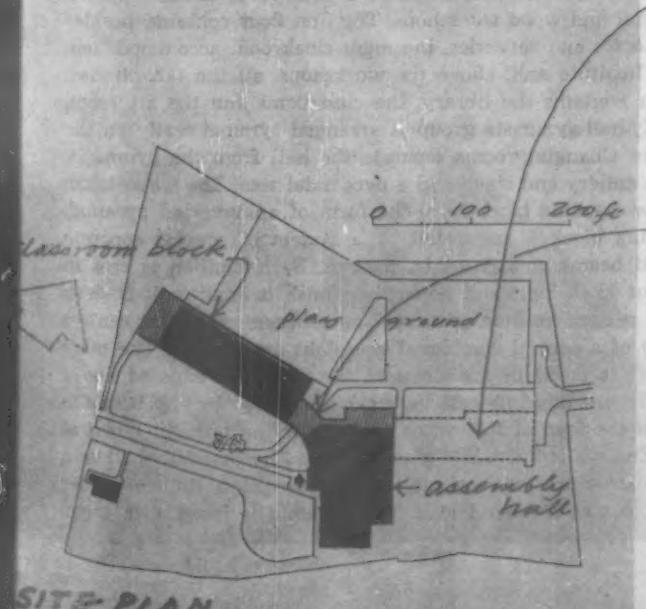
The planning eliminates all corridors and provides practical spaces adjoining junior as well as infant classrooms (floor area per class: 800 sq. ft.); also changing-rooms for the junior school.

Construction: in-situ concrete columns carrying laminated timber hyperbolic paraboloid roofs over classrooms and assembly-halls. These have local brick panel walls and timber-framed glazed walls with aluminium sash windows. All other areas have load-bearing brick walls and timber roofs. Undersides of paraboloid roofs are exposed timber, clear varnished. Heating is from oil-fired boilers.

Architect in charge: H. Fleck. Quantity surveyors: Caston and Porritt.

SECONDARY SCHOOL: FRIERN BARNET, MIDDLESEX

C. G. Stillman (County Architect)



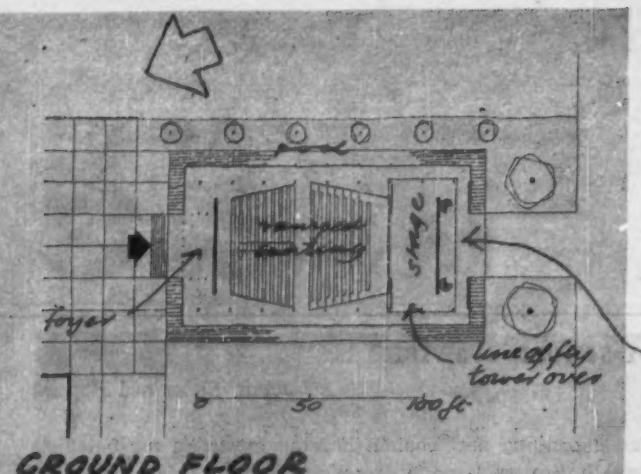
A four-form entry secondary modern mixed school in Crescent Road, to be built in two phases; when complete, it will replace the existing Holly Park secondary modern school. Phase 1 is a 3-storey teaching block, assembly-hall, small hall/dining room, kitchen, and administration. Phase 2 is the gymnasium and workshop block. Work began last October.

The site falls steeply from north to south. The buildings are placed parallel with the contours, to reduce excavation and filling to a minimum. The teaching block runs from east to west and contains all the teaching rooms with the exception of the music-room and workshops. The main cloakroom accommodation is on the ground floor, with additional lavatories on each floor. Owing to the slope, the floor-level of the central assembly-hall is the same as the first floor of the teaching block. The covered link between them provides staff accommodation and the open space below affords a way through to the playgrounds, and also gives access to the ground-floor level proper of the teaching block. The small hall/dining forms an extension of the assembly-hall at a higher level with the adjoining kitchen, which is served from the approach road. The gymnasium is at assembly-hall stage level, with access between both the gymnasium and the hall. The changing-rooms are immediately beneath.

Construction: reinforced concrete frame for main teaching block; steel for remainder; concrete roof to the teaching block and timber elsewhere; external walls mostly brick, with some rendering and timber cladding. Windows metal in timber frames.

Assistant architects: E. L. Gunston (area architect) and P. F. Piper.

8. SCHOOLS



ASSEMBLY HALL: RADLEY COLLEGE

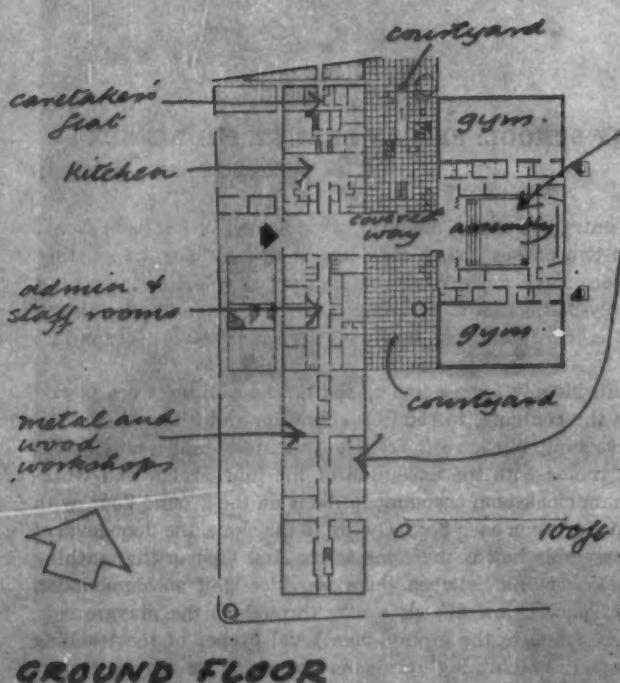
Gollins, Melvin, Ward and Partners

The dominant element of a future group of new buildings planned to increase the teaching accommodation of the college. Work will probably start this spring.

The hall, which will seat 500, is designed for the production of plays and for concerts as well as a school assembly-hall. Since the school already possesses halls for use when a flat floor is required, it was possible to give this hall conventional auditorium form. It has a proscenium stage that can be modified to make it suitable for choral and orchestral works and for classical plays requiring a large apron. Behind the stage is a large area with natural lighting, for painting and constructing scenery. At a lower level are green-rooms and cloak-rooms. The walls are largely glazed, allowing them to be used in daytime with natural lighting; they can be obscured by curtains and venetian blinds.

Construction: an exposed steel frame with large fixed aluminium windows. The auditorium is mechanically ventilated, with ceiling heating through perforated aluminium panels which also form part of the acoustic treatment.

Associated architects: Merriman and Knapp-Fisher.



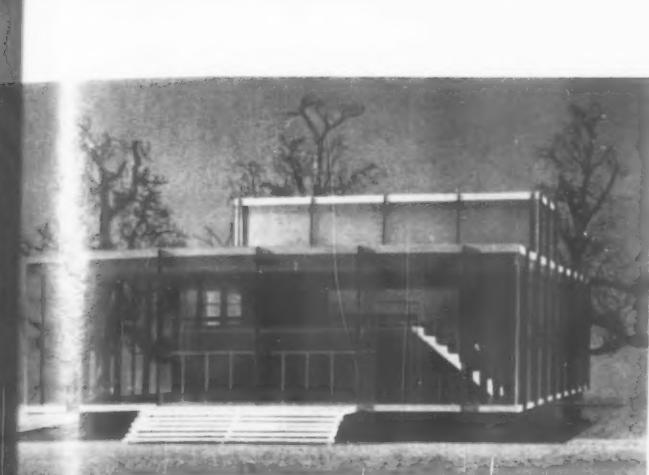
SECONDARY SCHOOL: ST. MARYLEBONE

Leonard Manasseh and Partners

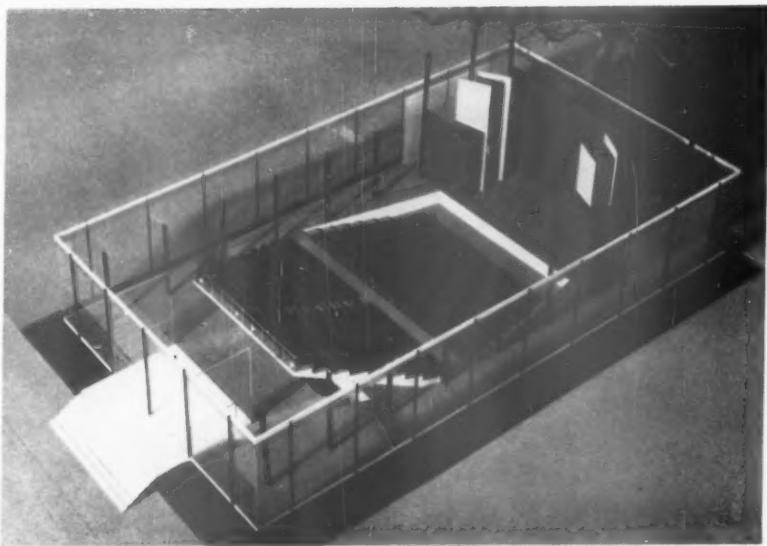
For 780 boys, on a site east of the Edgware Road (near the old Metropolitan Music Hall). There is a daily street market in Bell Street on the south and Bell Street Co-Educational School stands in the south-east corner of the site and will remain in use until the new school is finished. It will then be demolished and the area will become the school playground. Construction began last September.

The assembly-hall and two gymnasias together form one block; everything else—even the caretaker's house—is contained in a 3-storey teaching block, nearly a hundred yards long. The two blocks are connected by a covered way, which continues through to the main entrance. The school employs the decentralized 'House' system. The four house-rooms are on the first floor, where meals are also eaten. Two serveries each serve a pair of house-rooms by lift from the ground-floor kitchen. The ground floor contains the caretaker's flat, the upper part of the 2-storey boiler-room, the kitchen, the administrative and staff rooms and, separated by a baffle lobby and a 9-in. brick wall, the metal and wood workshops. The first floor contains, besides the House Rooms and serveries, the main cloakroom accommodation, an Evening Institute and, above the workshops, all the laboratories. The top floor contains the library, the classrooms and the art room. The assembly-hall-gymnasias group is arranged symmetrically on the entrance axis. Changing-rooms separate the hall from the gymnasias. The hall has gallery and stage and a pyramidal roof. The water-tanks on top of the teaching block have the form of an inverted pyramid.

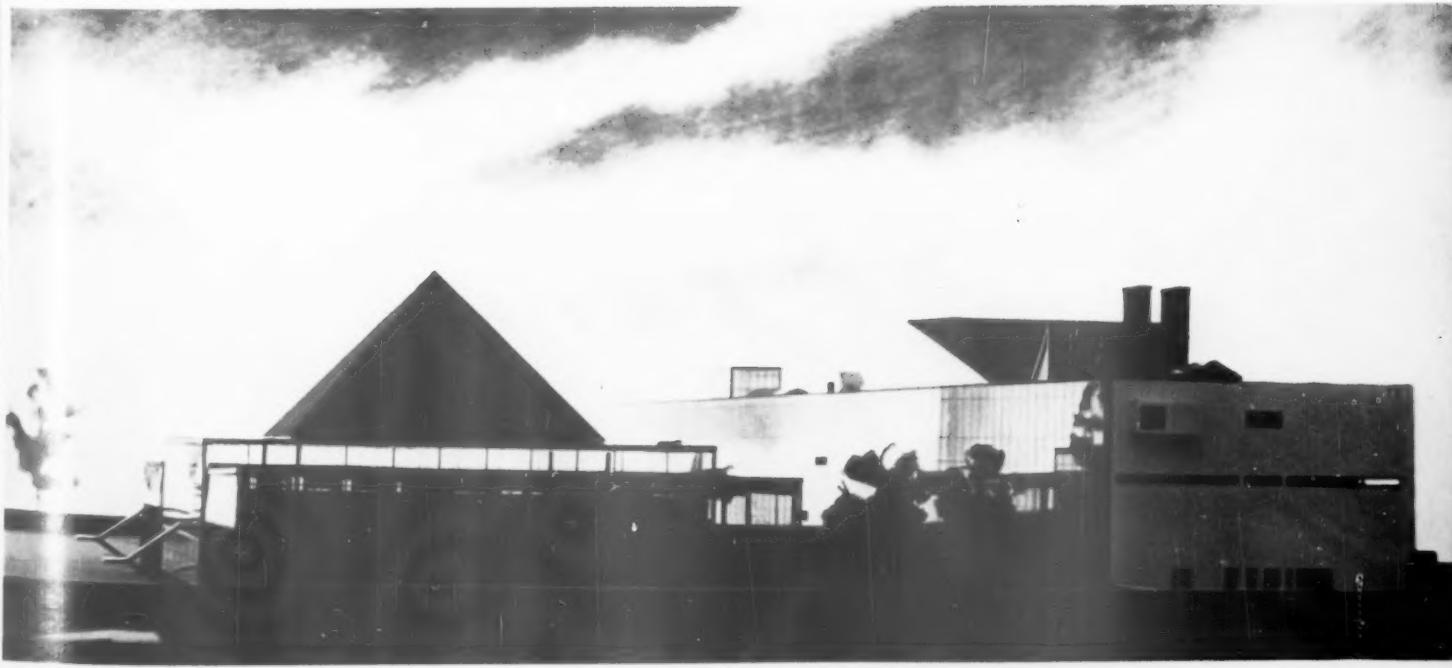
The teaching block is supported by a system of precast concrete mullions and beams at 3 ft. 8½ in. centres. Each mullion is cast in one lift about 40 ft. high, and no further finish is applied. 15-ft-deep floor beams at each mullion span back to columns at similar centres on each side of a central corridor. Floor slabs are precast. The main entrance hall is faced in marble with the structure exposed above it. Here there are large precast beams, necessitated by the break in the grid and the load of the water tanks which is brought down at this point. End walls are white glazed brick. The assembly-hall is a steel frame structure, with glazing in heavy-section timber frames which take part of the wind load. The pyramid is faced with green slates.



Assembly-hall for Radley College: above, two views from the direction of the entrance, which is behind the top row of raked seating; right, with the roof off, showing seating, access arrangements and stage.

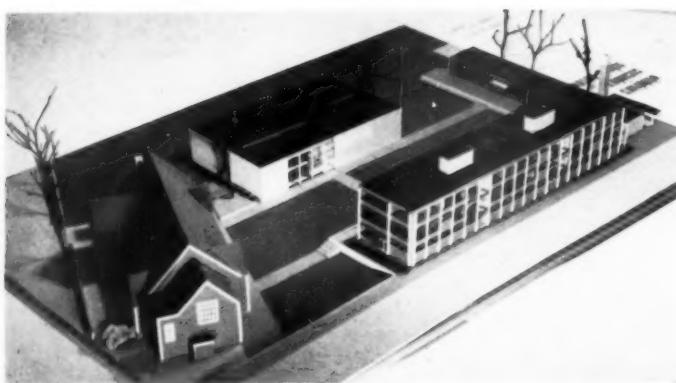


Below, secondary school in St. Marylebone. The assembly-hall with its pyramidal roof is on the left; the teaching block on the right.



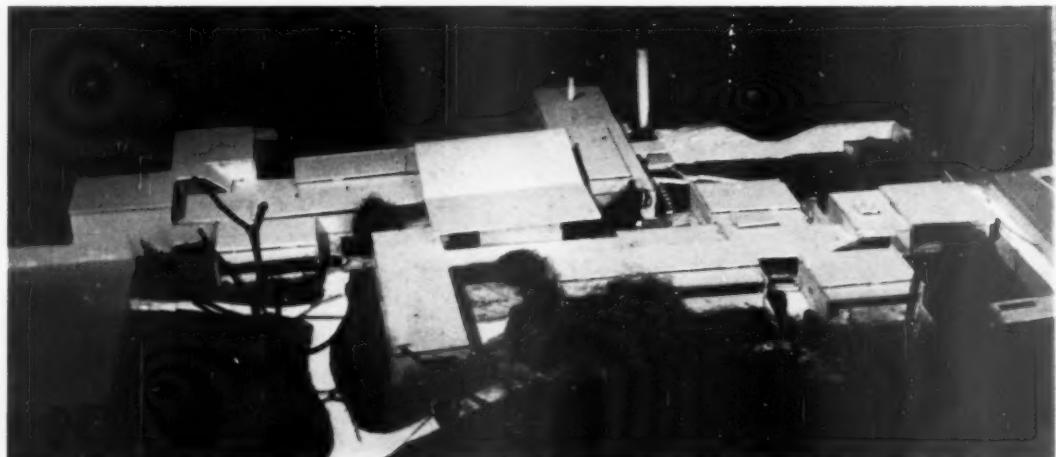


8. SCHOOLS



Left, secondary school, Harrow. On the left is the existing school.

Above, secondary school, Paddington. In the centre is the 8-storey teaching block, on the right (linked to it at first-floor level) the assembly-hall and house block and on the left (partly behind the teaching block) the three gymnasias.



Right, special school at St. Pancras for educationally subnormal children, with separate junior and senior departments grouped round a common assembly-hall.

SECONDARY SCHOOL: PADDINGTON

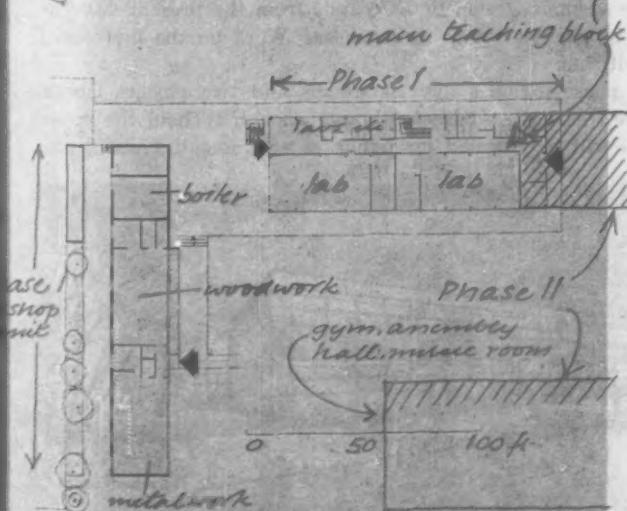
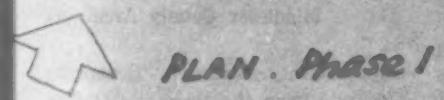
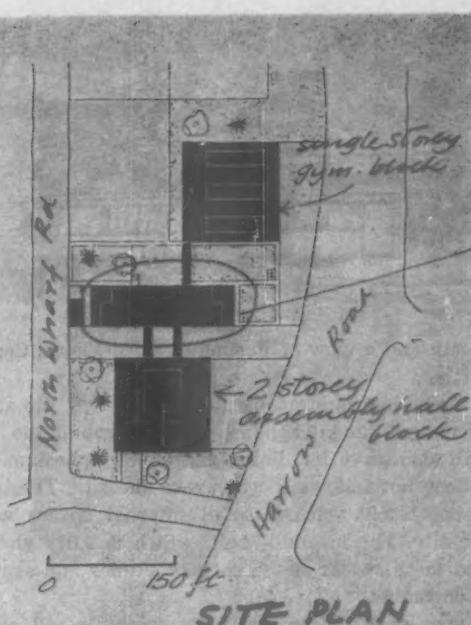
Hubert Bennett (London County Council Architect)

For 1,250 girls in North Wharf Road. It will start early this year.

Restricted availability of the site at the first stage has led to the adoption of a tall teaching block. This is of 8 storeys, and is linked at first-floor level to a 2-storey block containing an assembly-hall, house-rooms (also used for dining) and kitchen. Three gymnasia occupy another single-storey building. The tall block has two lifts and contains, as well as ordinary classrooms, laboratories, housecraft, art and administration rooms, a library and a schoolkeeper's flat.

Construction: reinforced concrete frame, with steel beams to roof the gymnasia and steel trusses over the assembly-hall. The cladding of the teaching block consists of metal windows set in wood frames with glazed coloured panels between. Structural mullions are painted concrete and perimeter floor-beams and top infill panels in gable ends are dark brick. The assembly-hall block is similarly clad except that the upper part of the hall has a deep timber fascia. The gymnasia block has glazed curtain-walling.

Architect in charge: J. M. Kidall. Job architect: E. Mendelsohn. Heating engineers: Roger Preston and Partners. Quantity surveyors: Reekes and Mann.

**SECONDARY SCHOOL: HARROW**

Elie Mayorcas (with C. G. Stillman, Middlesex County Architect)

A three-form entry mixed secondary modern school, accommodating 450 pupils, to be built in two stages: Phase I providing mainly the practical rooms and a few classrooms; Phase II the gymnasium, assembly-hall, and the majority of classrooms, including library and music-room. The site adjoins the existing school and is somewhat restricted so as not to encroach on the playing fields. Work started last July, and completion is expected in August.

Three main rectangular blocks form a rectangular court, with the present school closing the fourth side. The main teaching block, which also houses the administration, faces north and south, with the majority of teaching rooms on the south side. The communal block, housing the assembly-hall, gymnasium, etc., is parallel to the teaching wing, and the workshop unit, including the boiler-house, etc., is at right angles. The changing-rooms can serve both the gymnasium and assembly-hall, with easy access to the stage for dramatic performances. Dining-room, kitchen, etc., were not required as these already exist.

Construction: light steel frame, rustproof metal windows with exposed aggregate precast concrete panels below cills, backed by light-weight concrete block walling; suspended floors in precast reinforced concrete units, with exposed fair-faced concrete perimeter beams at floor levels. External cladding: exposed aggregate precast concrete panels, except workshop block which is mainly brick. Roofs are strawboard slabs on timber purlins.

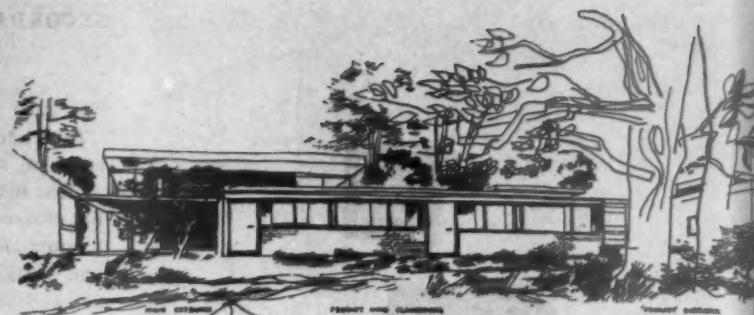
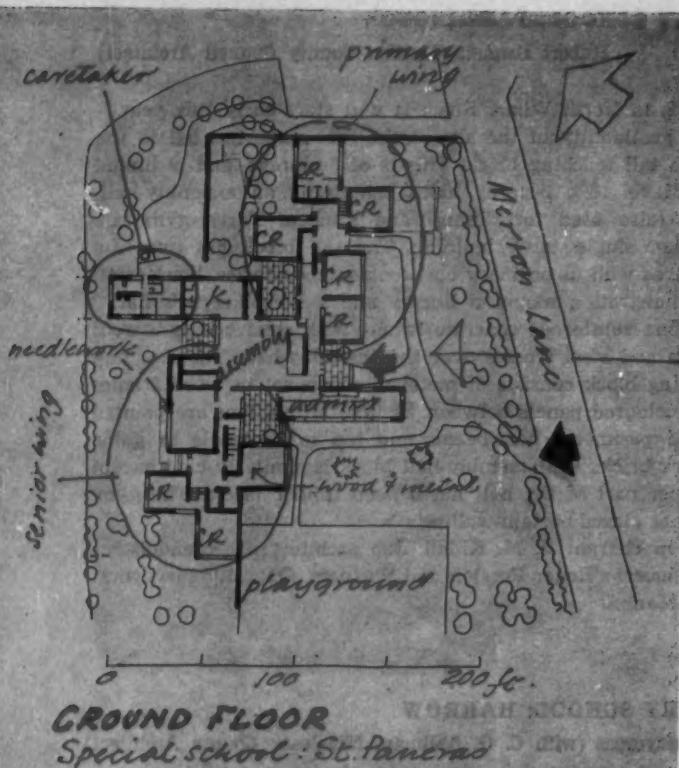
Assistant architects: John Hoile and Michael Pollard. Quantity surveyors: Wakeman, Trower and Partners. Services engineers: Hoare, Lea and Partners.

SPECIAL SCHOOL: ST. PANCRAS

Stephen Gardiner

A mixed school for 180 educationally subnormal children for the LCC. The site is in the north part of the borough on the boundary of Fitzroy Park. It is thickly wooded with a steep slope towards

S. SCHOOLS

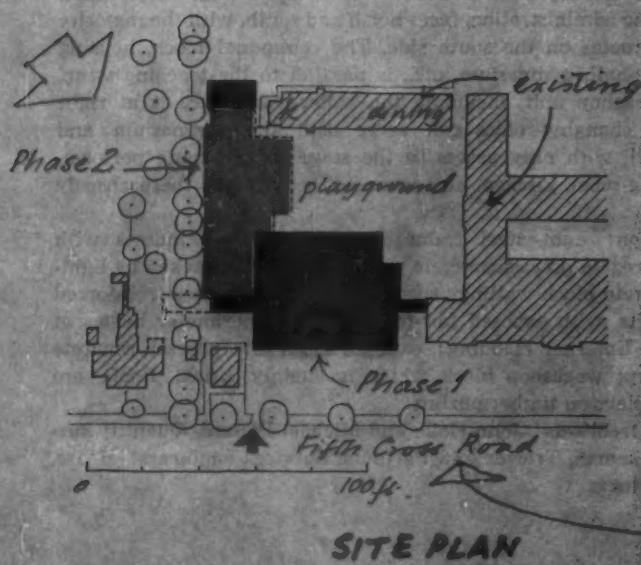


Hampstead Heath and a view of Parliament Hill Fields. Construction will begin shortly.

Junior and senior blocks are separated. These two, the administration department and the kitchen are grouped round the assembly-hall, which will also serve for dining and as a gymnasium. Planning is all on one floor but follows the levels of the site. The irregularly planned teaching blocks enclose small internal spaces which also step down the site. The assembly-hall, which is fully glazed above 9 ft., looks into these spaces at the corners. Junior and senior blocks have separate entrances.

Brick cross-wall construction, with the assembly-hall as an independent structure. Classrooms have a raised central portion to give clerestory lighting and windows consisting of a low strip of sliding sections. Windows are wood.

Electrical and heating consultants: A. F. Myers and Partners.
Quantity surveyors: E. C. Harris and Partners.

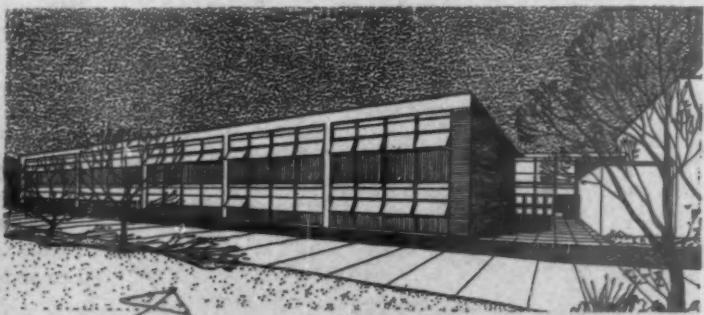


GRAMMAR SCHOOL: TWICKENHAM

J. M. Austin-Smith and Partners (with C. G. Stillman,
Middlesex County Architect)

An extension of the Thames Valley County Grammar School to increase the accommodation to 720 pupils from the present 420. The work is to be carried out in three phases. Work on the first began in October, 1957.

The first phase includes five classrooms and two physics laboratories as well as an assembly-hall large enough to hold the entire school. This will be licensed for public entertainment. Phase 2 pro-



vides further teaching accommodation including woodwork and metalwork rooms, art and craft rooms, machine-drawing room, music-room and three classrooms. At the same time some alteration in the existing school will provide a library and rooms for the Evening Institute in the former assembly-hall, together with biology and chemistry laboratories. Phase 1 and the new work of Phase 2 form a wing to the existing school, to which they are connected at two levels. The third phase provides a new separate gymnasium block, at first

SCHOOL BUILDINGS



SITE PLAN

with only one gymnasium, but with cloakroom facilities adequate for a possible future second one. This building possesses its own boiler-house.

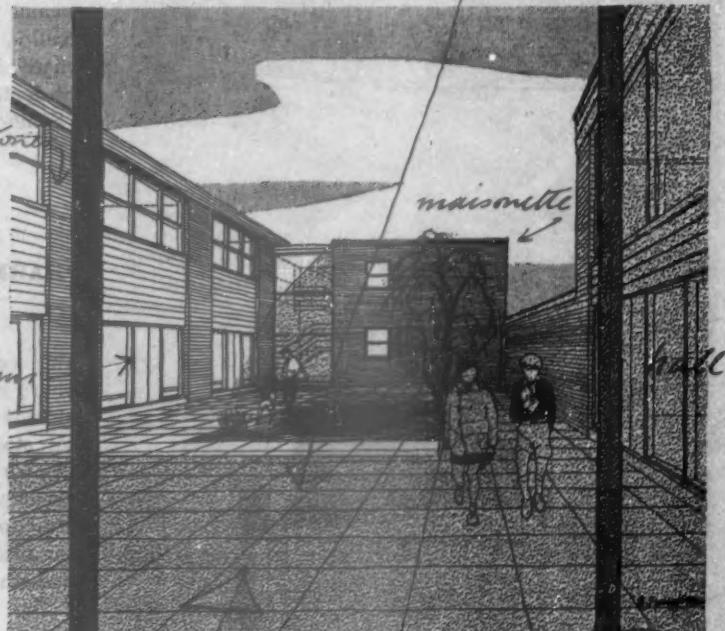
Construction: load-bearing brick piers. In the case of the classrooms the floors and roofs are encased steel beams and cross-beams with infilling panels, spanning 10 ft., of precast concrete T-beams. The assembly-hall roof has an exposed welded angle-steel truss. External infilling panels are prefabricated full-height timber frames with metal frames to opening sashes. Panels beneath windows are vertical cedar boarding. The assembly-hall has external cladding of porcelain enamel sheets. The gymnasium block has a welded steel portal frame supporting a timber and wood-wool roof. The two-storey changing-rooms are within this framework. The internal gymnasium walls are Uxbridge flint bricks.

SPECIAL SCHOOL: PENN, BUCKS

Stillman and Eastwick-Field

For the London County Council: a residential school for deaf and handicapped children, designed for use in conjunction with a country manor house which has already been converted as a special school by the LCC. Work is expected to begin this spring.

The buildings are grouped round a courtyard, and arranged to give direct access from the house at two levels. They include class-



A view inside the courtyard, taken from the direction of the link with the existing manor house.

rooms, assembly-hall, dining-room and kitchen and dormitories, together with a headmaster's house and assistant headmaster's maisonette.

Construction: load-bearing brick cross-walls with precast concrete floors. The classrooms are lined internally with acoustic absorbent material to facilitate the use of deaf-aid equipment supplied from trunking in the floor. External finishes are bright red brick to match the house, and natural Western Red cedar fascias and sill panels. Joinery is painted white.

Associate in charge: David Brain. Quantity surveyors: Davis, Belfield and Everest.

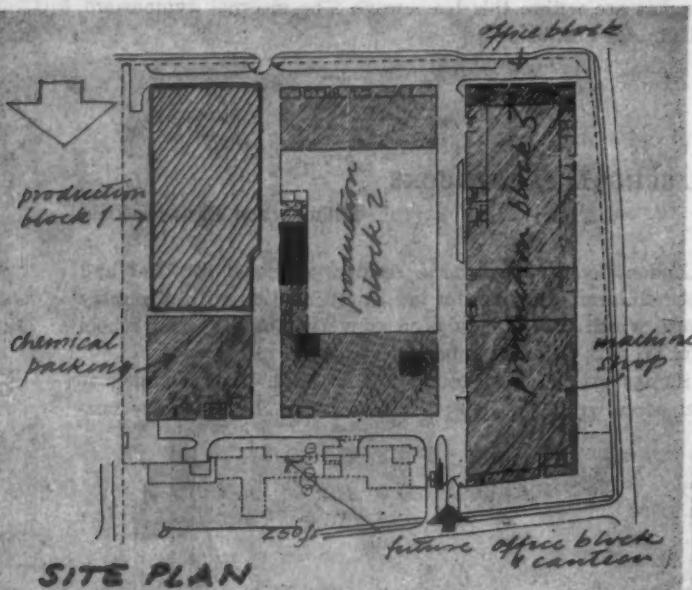
and administrative buildings, including office and residential, and also a 1000 ft. by 100 ft. industrial unit with plant areas.

Initial work will be along the main arterial roads and the first stage will consist of a 100 ft. wide road, 100 ft. wide footpath and a 10 ft. wide cycle path.

Subsequent developments will include a 10 ft. wide footpath and a 10 ft. wide cycle path, a 10 ft. wide footpath, a 10 ft. wide cycle path, a 10 ft. wide footpath and a 10 ft. wide cycle path.

9

INDUSTRIAL AND COMMERCIAL BUILDINGS



FACTORY: BASILDON

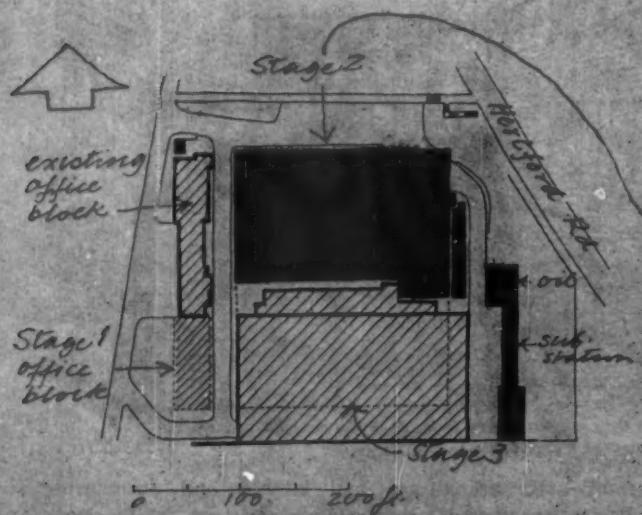
A. B. Davies (Chief Architect, Development Corporation, in succession to N. Tweddell)

For Ilford, Ltd., in the No. 1 industrial area of the new town. Work began last July and is expected to be complete by February, 1960.

The factory will eventually have a floor area of 507,000 sq. ft., with a production area of 313,565 sq. ft. The plan is based on a standard grid of 40 ft. by 40 ft.

Construction: welded tubular steel frames, 4 ft. 6 in. deep, supported on steel stanchions. The frames carry standard roof-lights 28 ft. long, except for a few places where non-standard lights are fitted to steel infill frames spanning on to the main lattice beam. External walling is either aluminium window frames or brick panels, but some of the window frames are filled with vitreous enamel panels instead of glazing and the material can be changed to allow flexibility in use. Floors are concrete slab with special tiling where chemicals will be used. Services run in the space formed by the depth of the lattice roof-beams.

Senior architect: R. W. Johnston. Group leader: D. Galloway.



PHARMACEUTICAL FACTORY: HODDESDON

Edward D. Mills and Partners

The reconstruction in three stages of the existing factory of Merck, Sharp and Dohme, Ltd., makers of tablets, ointments, etc. Stage One, already in hand, is a small brick office block to be used temporarily for storage to enable the first part of the present factory to be demolished. Stage Two, illustrated herewith, is the first half of the production unit and replaces existing huttied accommodation. Construction has begun and will be completed next autumn. Stage Three, the second half of the production unit, replacing existing laboratories and other buildings, will follow.

The 3-storey production building is designed with movable partitions to cater for possible changes in plant arrangement. Only the boiler-house, lavatories, staircases, etc., are enclosed with permanent brick walls. The ground floor contains the boiler-house, plant-room for the whole scheme, warehouse and packing and despatch departments; the first floor packaging areas, offices and a canteen; the second floor the main manufacturing area, largely air-conditioned and in part requiring to be completely sterile.

Construction: reinforced concrete frame with prestressed concrete roof and floor; metal windows, with brick or stove-enamelled steel sheet infilling. The external cladding is stiffened by steel sections forming mullions, which also support an overhead track for cleaning.

Assistant architect in charge: Graham Partridge. Consulting engineers: J. C. Hughes and Partners. Quantity surveyor: Leslie W. Clark.

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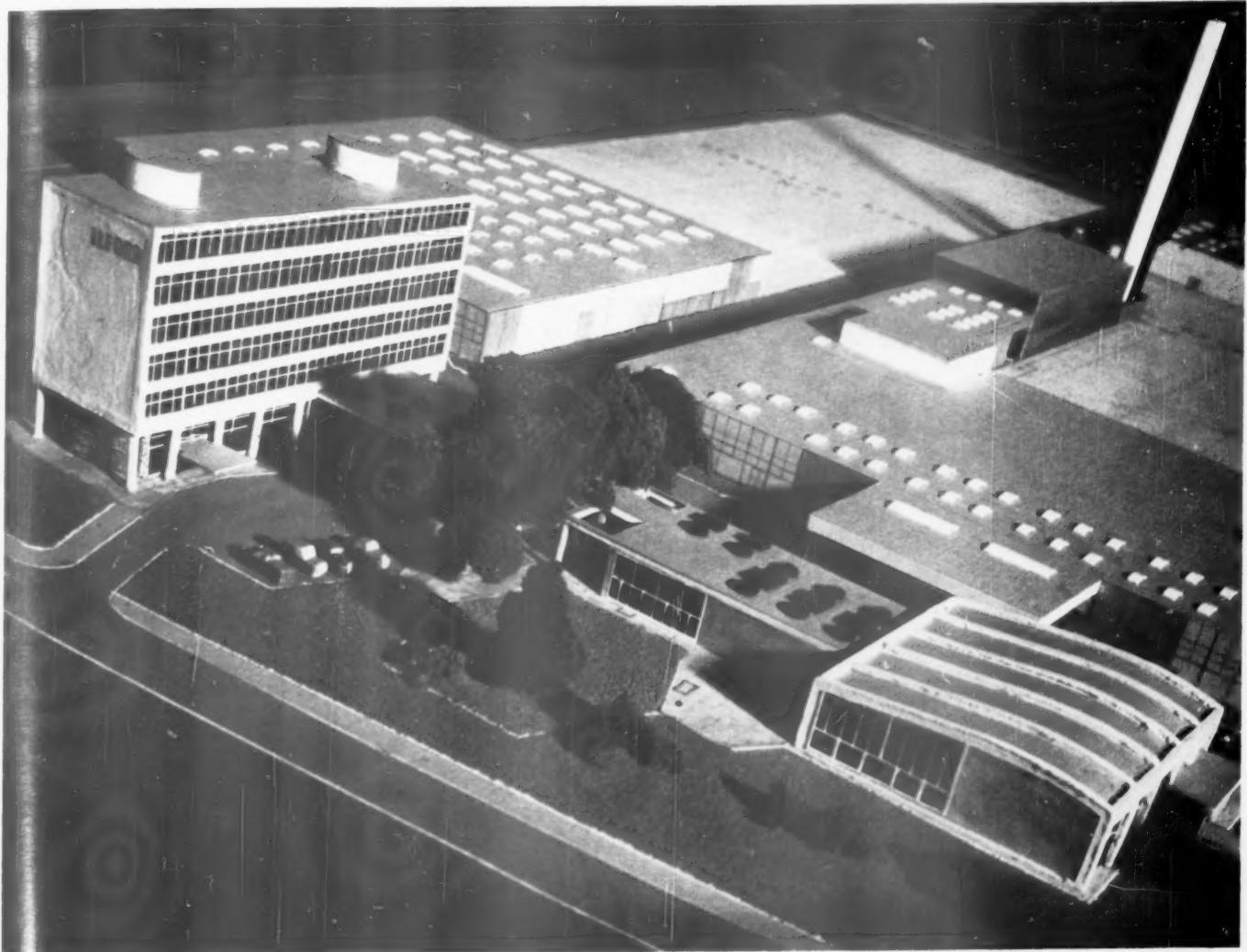
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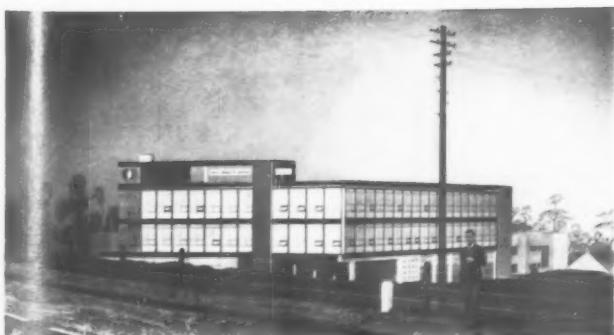
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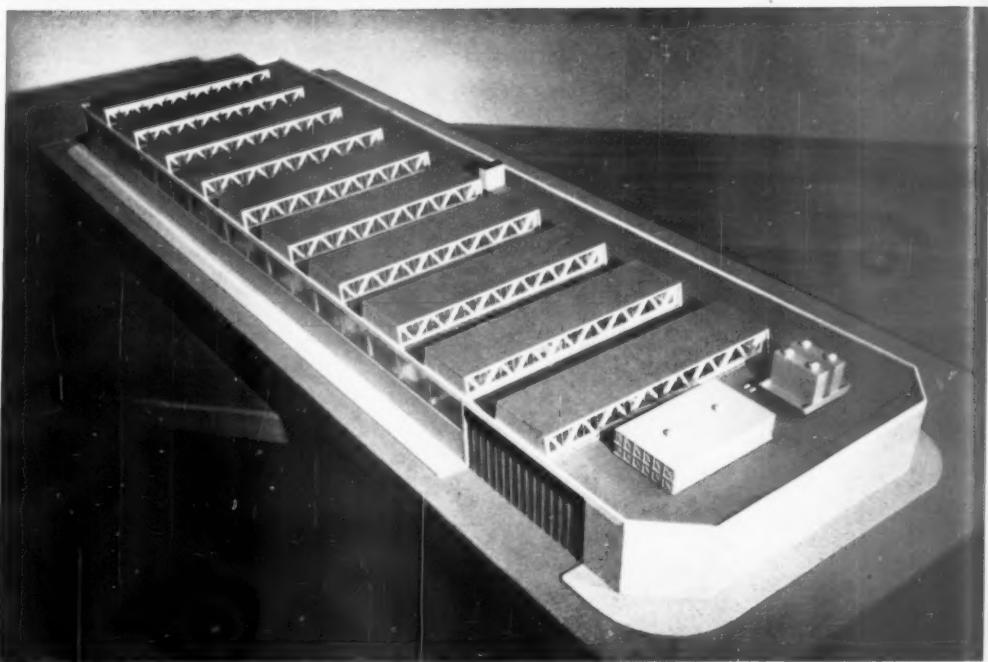


Above, factory in the industrial area of Basildon new town.



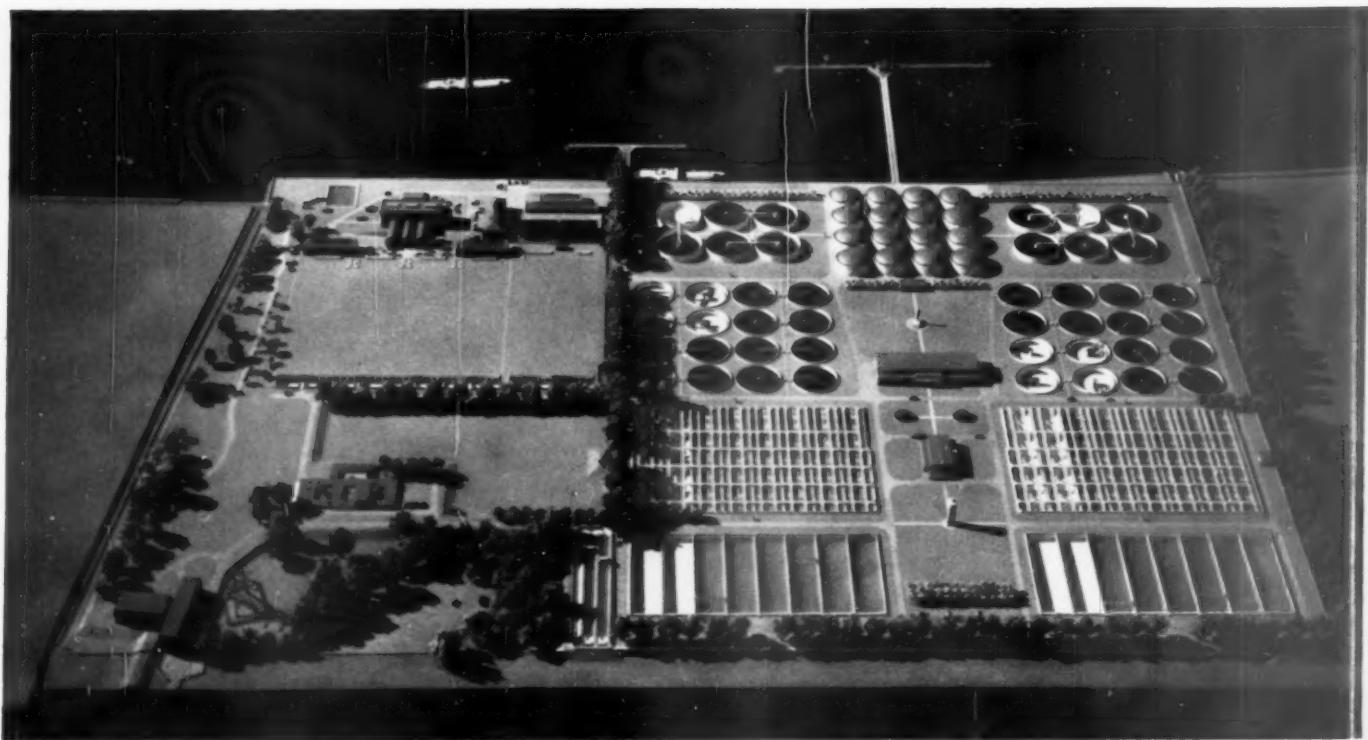
Factory at Hoddesdon: a three-storey production building to replace existing huts. It is part of a three-stage reconstruction of the whole pharmaceutical factory.

9. INDUSTRIAL AND COMMERCIAL BUILDINGS



Fish processing plant at Grimsby. Top, showing, on right, doors for lorries leading straight into the production area and, on left, two-storey office and canteen area. Bottom, from above, showing roof-lighting of production area.

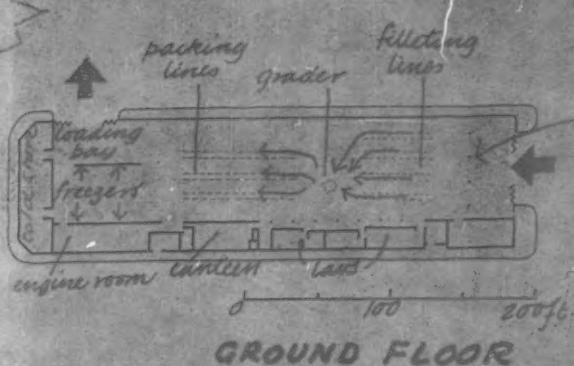
Below, sewage outfall works at Erith. The River Thames and jetties are at the top of the picture.



TOMORROW'S ARCHITECTURE AND INDUSTRY

FISH PROCESSING PLANT: GRIMSBY

Manning and Clegg



For Associated Fisheries Ltd., on a site in Orwell Street, for the cold storage and processing of freshly caught fish. Capacity will be about 500,000 lb. of fish a day. 300-400 workers will be employed. Accommodation includes a canteen. Work began last June and is due for completion this June.

The main production area has a completely unobstructed floor. A parallel area, 2-storeys high, of the same total height as the production area, contains offices, lavatories, stores, engine-room and the canteen; also a first-floor gallery overlooking the production area. This is planned so that six 10-ton lorries can be unloaded at the same time at one end and the same number loaded at the other (despatch) end.

Construction: precast concrete sections carried on 70-ft. span concrete trusses formed from 10 ft. sections stressed together by high-tensile steel cables, protected from corrosion by the concrete. The roof shape is designed to provide uniform daylighting without glare. The roof is fully insulated. Service mains are incorporated in it so that water, electricity and other supplies can be dropped at any point.

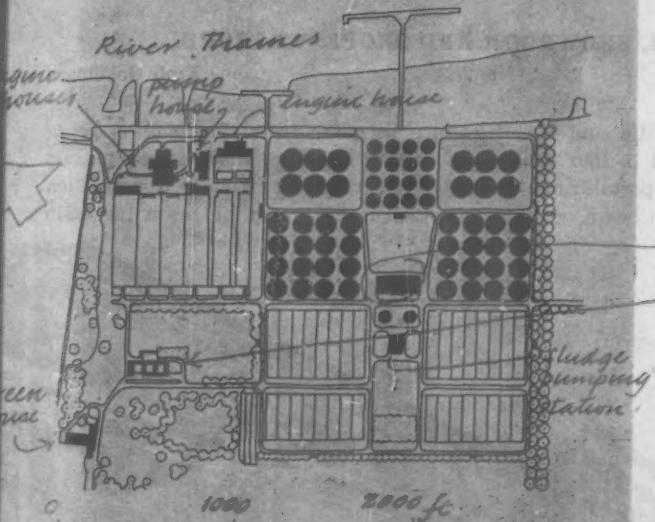
Consulting engineers: Jenkins and Potter.

SEWAGE OUTFALL: ERITH

Hubert Bennett (London County Council Architect)

An extension to the LCC's Southern Outfall works at Crossness, making them one of the largest in Europe. They will serve a population of 1,600,000 and a drainage area of 44,400 acres. The plant (including screens, detritus channels, sedimentation tanks, aeration tanks, sludge digestion tanks and a jetty) has been designed under the control of the Council's chief engineer, J. Rawlinson. The architect has been responsible for all buildings above ground. They include a screen-house, sewage and sludge pumping stations, power-house and offices. The work has begun and will be completed by 1962.

The height of the buildings was determined by the need for a heavy gantry to hoist any machine clear of adjacent machines and to travel the length of the building. All structures had to be suitable for piled foundations. They are framed in reinforced concrete (consistent with the concrete engineering works round them), with brick panels.



SITE PLAN

Sewage Outfall: Erith

MOTOR SHOWROOMS, OFFICES AND GARAGE: LINCOLN

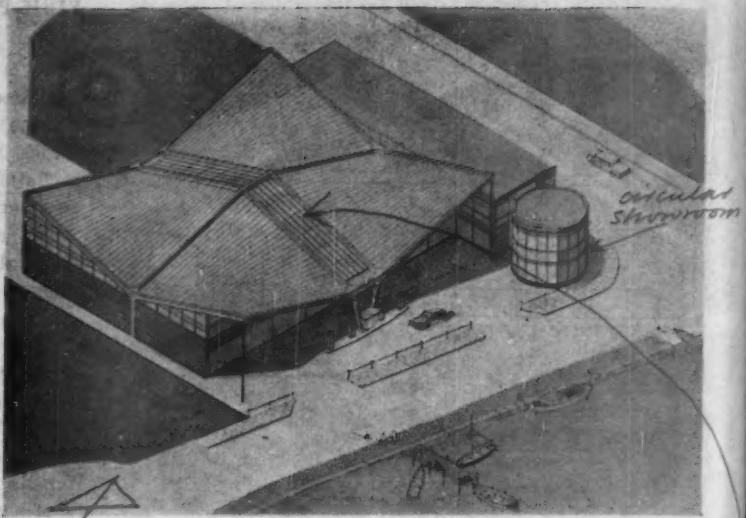
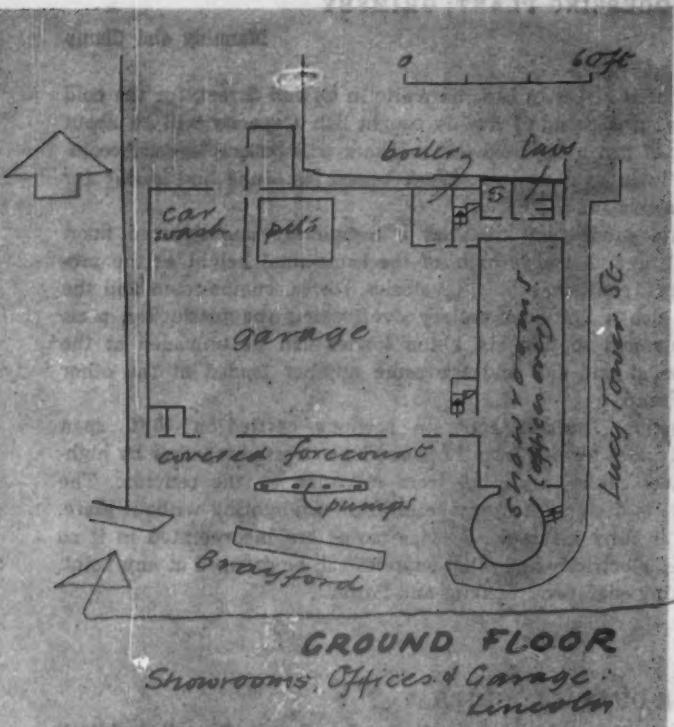
Denis Clarke Hall, Scorer and Bright

For the Lincolnshire Motor Co., consisting of a showroom for second-hand cars, a new-car showroom with rotating turn-table in the centre, offices, managing director's office and a board room above the showroom, and a garage. The latter is mainly for routine servicing of cars and lorries and the preparation of new cars for sale. Work began last spring.

The corner site faces south and east. Along the road frontage is a petrol filling island, part open, part covered. The partition behind it is mainly glass to allow for an extension of the showroom area if required. The petrol filling lay-by is on the south side and the car showroom on the east side, with through views to the road junction. At the rear is a yard containing the oil and grease store, etc.

Construction: the rectangular showroom and offices have an in situ concrete frame with prestressed floor units. The circular showroom and office is an independent structure consisting of a plate slab sup-

S. INDUSTRIAL AND COMMERCIAL BUILDINGS



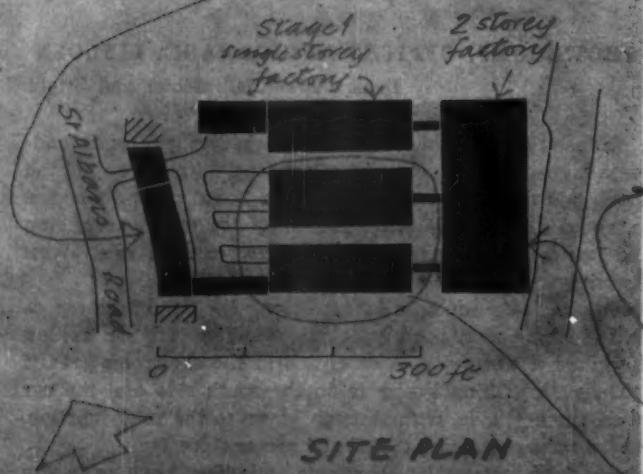
ported on five steel columns. The garage area and covered forecourt area is also a separate structure, of four columns supporting four hyperbolic paraboloid shells each 48 ft. square, separated by a roof-light running north and south.

Consulting engineer: Dr. K. Hajnal Konyi. Quantity surveyors: Davis, Belfield and Everest.

OFFICES, SHOWROOM AND SHOPS: WATFORD

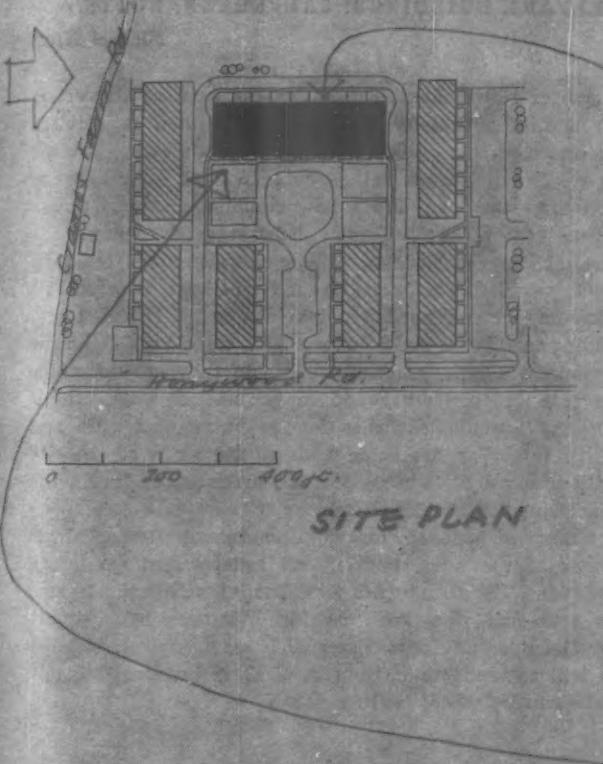
Ernö Goldfinger

For S. Hille and Co., furniture manufacturers. The site is being developed in four stages, the first of which, a single-storey precast concrete portal-frame building, is already completed. Construction is soon to begin on Stage 2, which is a 3-storey block on the main



frontage to St. Albans Road. This block, which is illustrated here, bridges the access road to the factory and contains a showroom, offices and seven lock-up shops. Stage 3 will be a 2-storey factory building across the back of the site, containing the company's main workshops in some 40,000 sq. ft. Stage 4 will involve replacing some old brewery buildings, which are at present used as factory-space, by two new factory buildings.

The access road through the arcade requires 15 ft. 2 in. headroom, about 1½ times the floor-to-ceiling height of the shops. The ceiling



COMMERCIAL AND INDUSTRIAL UNIT BUILDS

of the arcade is carried through to the showroom where the volume is further divided by a mezzanine over part of the area. The different levels of the office floors are integrated by the central staircase, each half-landing serving a floor.

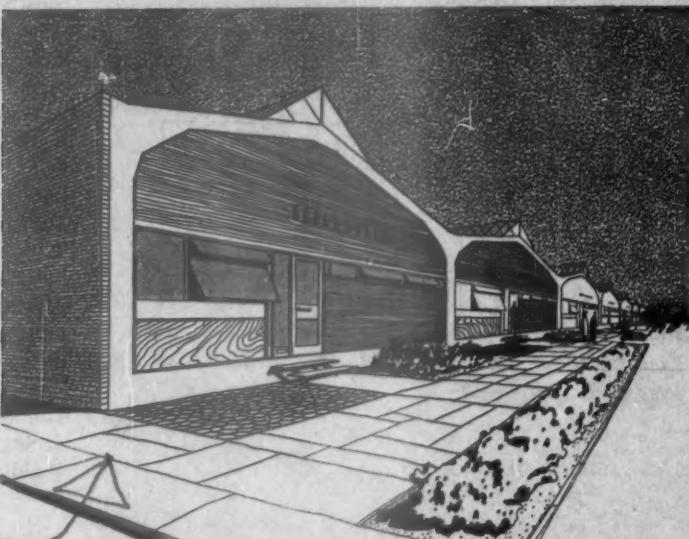
The structure is a reinforced concrete frame, which allows maximum flexibility as the 18 ft. bays can be let as individual shops, or in larger groups where required.

FACTORIES: BASILDON

J. M. Austin-Smith and Partners

A block of nine factory-bays, each of approximately 3,000 sq. ft. covered area, in the Nevendon industrial estate of the new town, to be used, separately or together, as leasehold factory space. Work began last July.

Construction: a standard precast concrete frame with concrete stools added to take the central glazing purlin. Offices, lavatories, etc., are

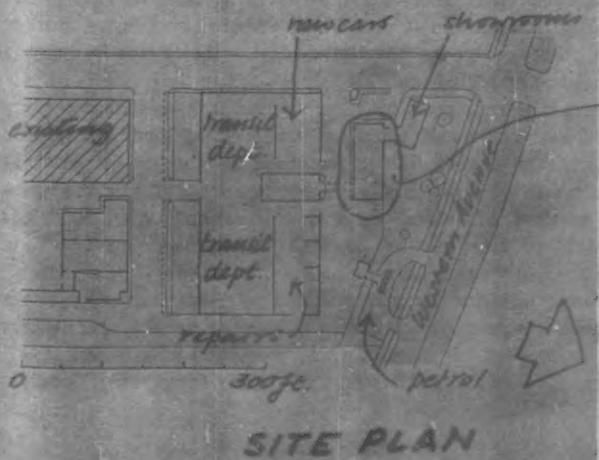


planned within the main structure with storage space above them.

Designed in association with A. B. Davies, chief architect-planner to the new town.

CAR DEPOT: AUTON

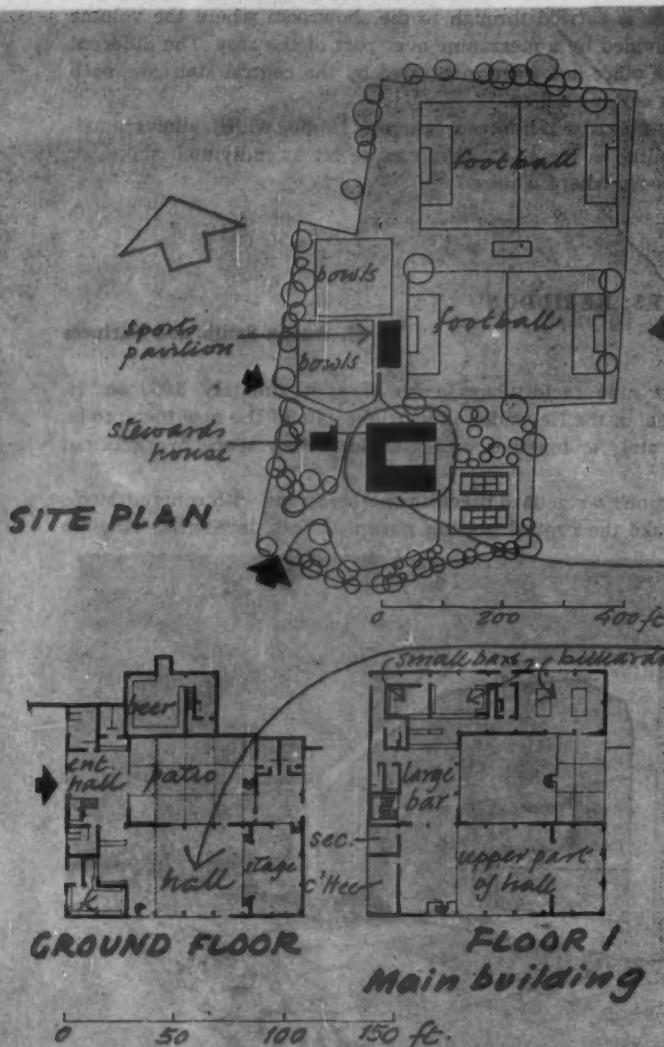
Clifford Tee and Gale



For Renault, Ltd., on Western Avenue: a group of buildings comprising transit shed to receive finished Dauphine cars from the existing assembly block, a car delivery and repair shop, an office block and a showroom and reception building. Work began last November and will be finished in September this year.

The transit shed, of 28,000 sq. ft., is 18 ft. high to underside of roof truss and is built in two bays of light steel framing with cavity brick walls at base and corrugated asbestos sheeting above. The delivery and repair shop of 14,000 sq. ft. has a single bay of similar construction but with continuous glazing over a dwarf cavity wall, insulated aluminium siding and asbestos roof. The office block has two storeys constructed of a light steel frame on a 10 ft. grid without internal stanchions to allow flexibility of subdivision. Floors are open-web steel and roofs wood-wool slabs. It has curtain-wall cladding. The showrooms also have a light steel frame, with plate-glass cladding in

9. INDUSTRIAL AND COMMERCIAL BUILDINGS



timber and stainless steel mullions, clear of structural stanchions. Floor and roof slabs have marble fascias. Access to showrooms for display cars is by means of a removable ramp and sliding plate-glass doors.

Partner in charge: S. H. Fisk. Executive architect: J. C. Tilley. Associate designer: A. C. Hills. Chief assistant: W. J. Daniels. Structural engineers: C. B. Brown and Partners. Mechanical engineers: G. H. Buckle and Partners.

MINERS' WELFARE BUILDINGS: CALVERTON, NOTTS.

Michael Moss

Eight miles north of Nottingham. The site is the existing Calverton Hall and surrounding park land of 13 acres. The hall is derelict and is to be demolished. The colliery, just over a mile away, is comparatively new. The pit-head baths, canteen and offices were completed soon after the war, and a new colliery village is under construction. Site-work on the buildings illustrated has begun.

They consist of three buildings, the welfare-centre, steward's house and sports pavilion. The sports ground will have two football pitches, two bowling greens, hard tennis courts and a cricket table. The main building includes a multi-purpose hall, three bars, billiards-room and committee rooms, planned to enable different functions to take place both independently and in conjunction with others. The main building provides facilities for the miner, his wife and children and old folk. Use has been made of the slope of the site to provide road access at both first-floor and ground-floor levels, the basement cellar being cut into the hillside.

Expected mining subsidence makes it necessary to construct separate sections of the main building on independent reinforced concrete foundations. The structure is steel framed with a prestressed concrete first floor and steel roof decking. Windows have timber frames with metal opening lights. External cladding, which includes facing bricks, will be predominantly grey, black and white. The main building has electric underfloor heating.

DEPARTMENT STORE AND OFFICES: BIRMINGHAM

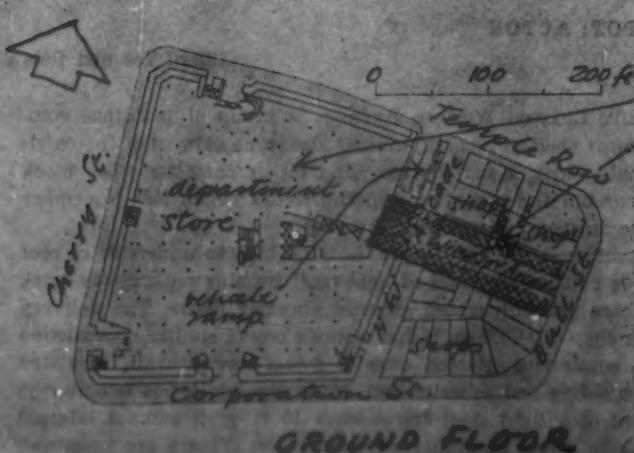
T. P. Bennett and Son

For Rackhams (Harrods) Ltd., on a central site bounded by Corporation Street, Bull Street, Temple Row and Cherry Street and overlooking St. Philip's Churchyard to the north. The development, by Harrods of Brompton Road, comprises a large 8-storey department store, an arcade of lettable shops on the site of an existing arcade system and a 9-storey office block oversailing both the store and the shops. The first section is just being opened; successive further sections will be opened as completed until 1961. Some remaining areas will not be completed until 1967.

The service to the shops is by means of an internal vehicle ramp to the first floor, where each shop has a section of loading bay. The ramp continues to a second-floor service area for the department store. The store itself is planned with a central core of vertical circulation and service, with lifts and a double corkscrew of escalators the full height of the building. There are restaurants on the sixth floor.

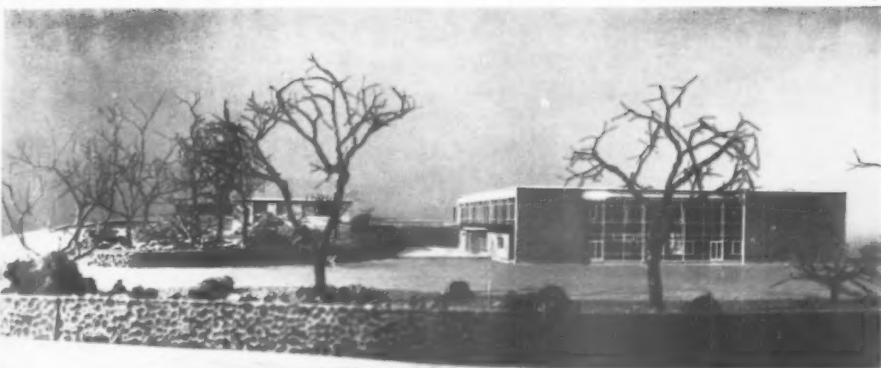
Construction: reinforced concrete with a piled foundation on either side of a railway tunnel which passes a little below the ground-floor slab.

Engineers: Ove Arup and Partners. Quantity surveyors: Gardiner and Theobald.

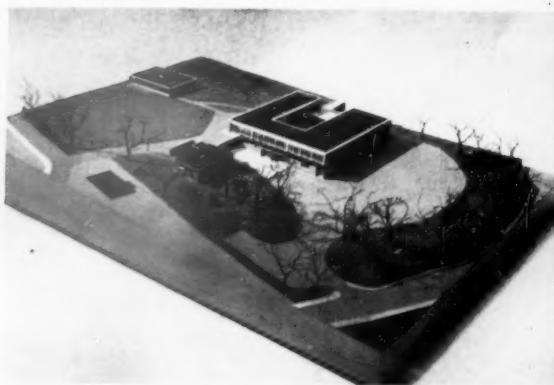




Above, Renault car depot on Western Avenue, Acton, by Clifford Tee and Gale. The office-block and showroom are on the right.



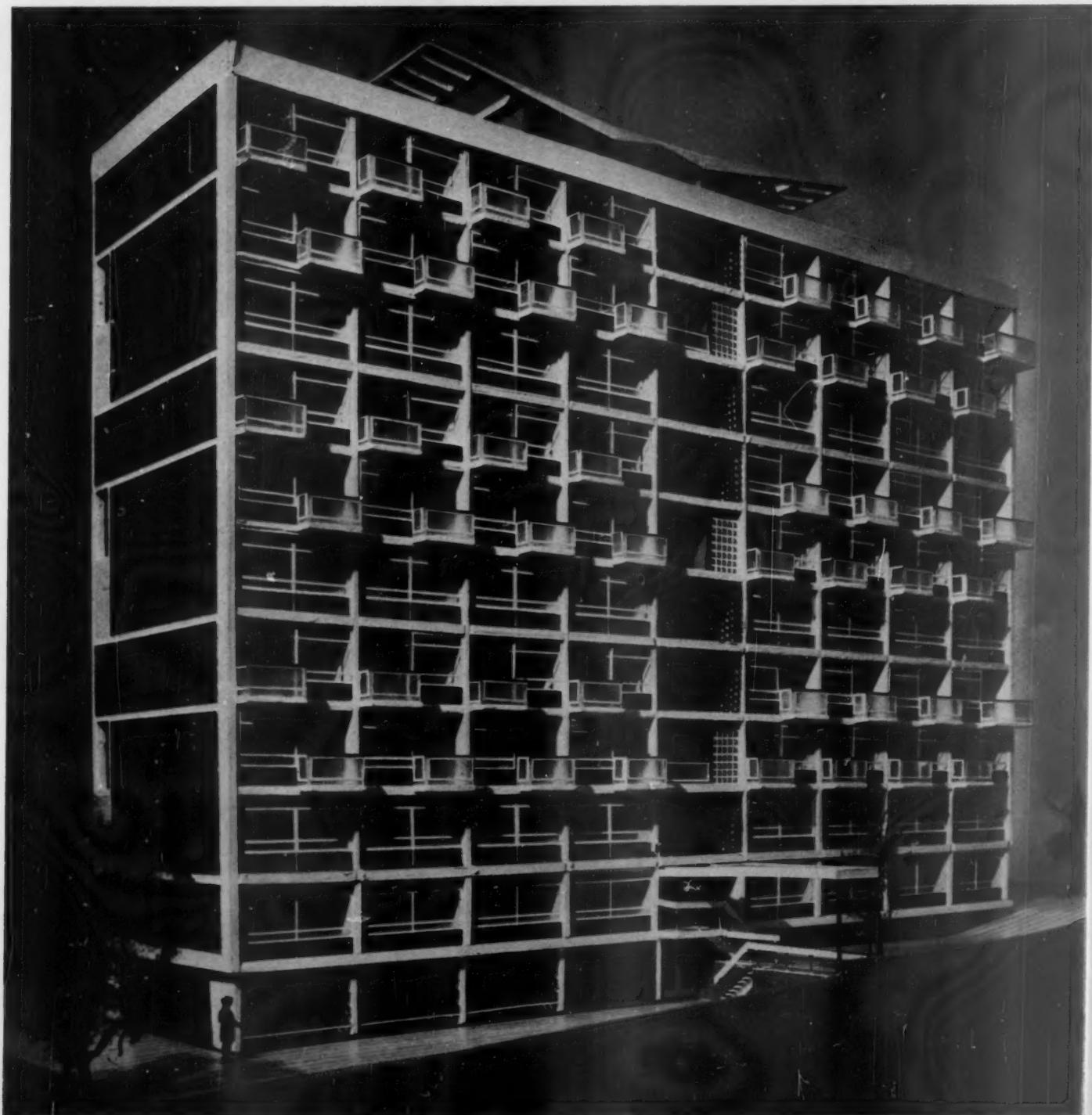
Miners' Welfare buildings at Calverton: above, the welfare centre, with the steward's house behind the trees on the left; between them can be seen the rise in the ground which allows direct road access to the upper level of the welfare centre. Right, looking down on the scheme, showing also the sports pavilion.



Department store at Birmingham: view from the corner of Corporation Street and Bull Street.

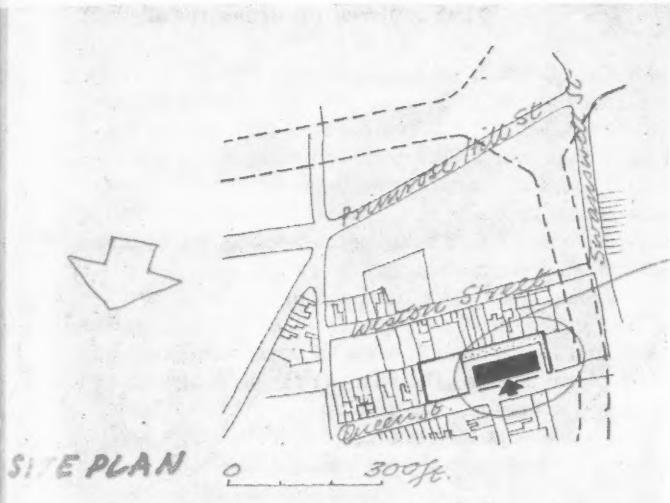
10

HOUSING



Ten-storey flats in the Hillfields area of Coventry: the facade containing the living-room windows. Access balconies run across the opposite facade. (See also the cover of this issue.)





CENTRAL AREA FLATS: COVENTRY

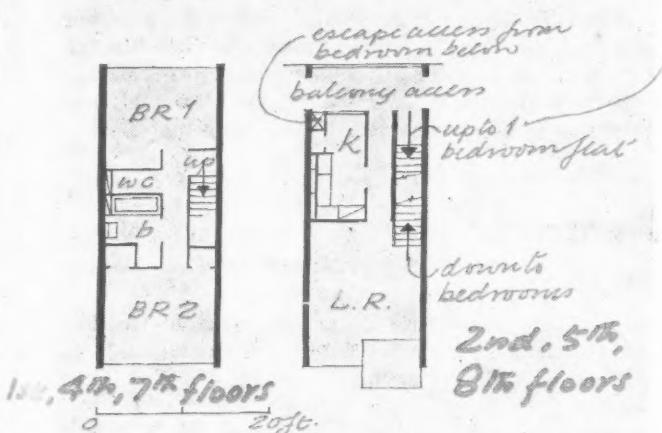
Arthur Ling (City Architect)

The new residential districts on the outskirts of the city being nearly complete, emphasis is now moving to the redevelopment of central residential areas. Two comprehensive development areas have been approved. This 10-storey block is for one of them, at Queen Street in the Hillfields area. Construction will begin this month.

The building contains 24 two-bedroom maisonettes, 24 one-bedroom flats and 8 bed-sitting room flats. Access to maisonettes is from balconies at second, fifth and eighth floors, and to flats by staircase from each of these levels. The same staircase well is used for the internal stairs of the maisonettes. A penthouse, containing lift machinery water-tank, etc., is designed to be seen from many parts of the city.

Construction: reinforced concrete frame with "no-fines" concrete infilling for party walls and in situ concrete floors. End walls have applied black aggregate finish between floor-slabs. Panels below windows are coloured glass. Windows are sliding. Living-rooms have electric floor heating. In the one-bedroom flats bathrooms and kitchens are mechanically ventilated.

Principal architect: G. H. Morris. Group architect: C. Griffiths. Consulting engineer: Granville Berry (City Engineer and Surveyor).



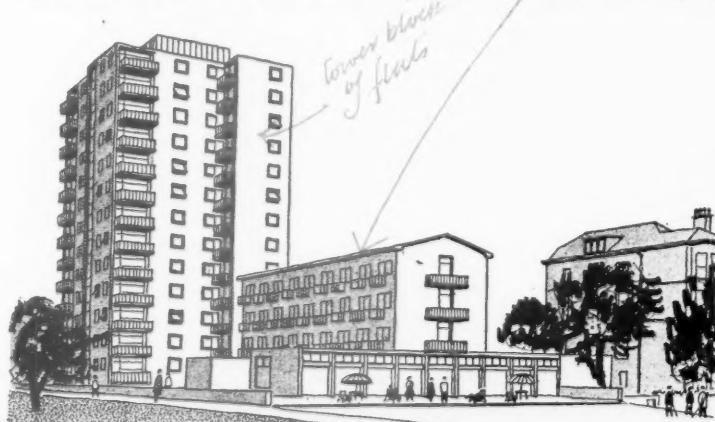
MAISONETTE PLANS
Flats: Coventry

FLATS AND CONVALESCENT HOME: BOURNEMOUTH

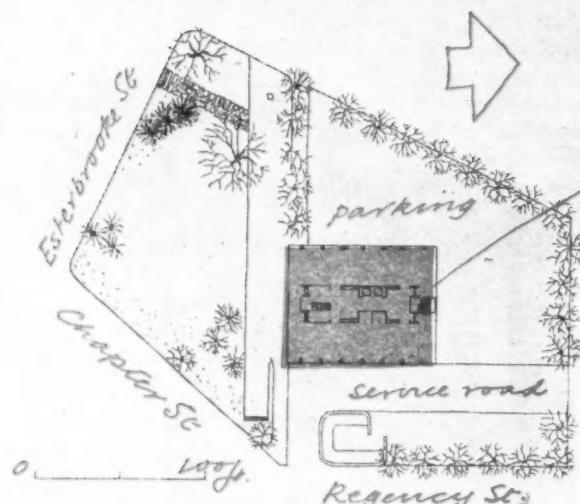
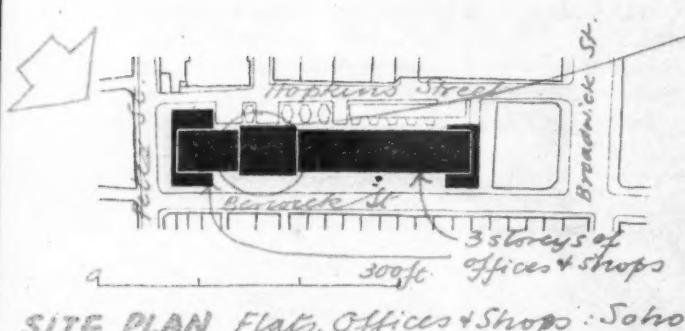
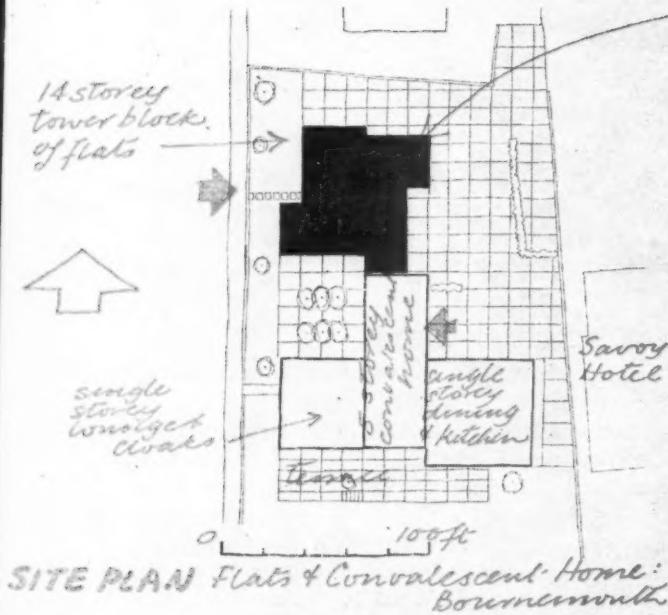
Arthur Bailey

On the West Cliff, adjoining the Savoy Hotel. For the National Deposit Friendly Society and comprising a convalescent home, a tower block of flats and an underground garage. It is hoped to start work early this year.

The two superimposed buildings are independent except for shared heating and hot-water services. They have been planned to make the most of the sea-view and give privacy to the occupants. The convalescent home has 40 bedrooms, eight of which are double,



10. HOUSING



matron's, deputy-matron's, staff and caretaker's quarters, separate men's and women's sitting-rooms, lounge, recreation-room, billiards-room and dining-room. The flat block has 3 two-bedroom flats on the ground floor and 4 two-bedroom flats on each floor above. The garage accommodates 34 cars.

Construction: reinforced concrete frame with 18-in. cavity walls faced with brick except the ground floor of the convalescent home which has quarry-faced Portland stone. Window and door frames are hardwood to resist the effects of sea-air.

FLATS, OFFICES AND SHOPS: SOHO, LONDON

L. C. Holbrook (of Riches and Blythin)

For Westminster City Council, on an island site, 300 ft. by 75 ft., fronting on to Berwick Street, which is narrow and further congested by the presence of a street market. The building consists of a tower of residential flats, built over a basement, and three floors of offices or workshops with shops and a pub beneath, each with a basement and rear service access. It is one of the first buildings to apply the policy of mixed development now being encouraged by the planning authority. It is hoped to begin work early this year.

The first and second floors have independent access. The tower rises from the third to 17th floor, providing four bed-sitting-room flats on the third floor and four 2-room flats on all upper floors : 58 flats in all. Car parking for occupiers of the flats and shops is at basement level, approached by a ramp from Hopkins Street, and there is standing space for vehicles at the rear of the shops at street level.

The main structural frame is reinforced concrete. The wall cladding of both the tower and the horizontal block consists of a series of prefabricated storey frames linked together with mullion posts. Each frame contains a metal window and an enamelled steel apron backed with asbestos. Behind the apron is built a concrete block insulating wall. Windows are metal and are all double glazed. Other facing materials are brick, smooth grey reconstructed stone for the outer edges of floor-slabs and white reconstructed stone for parapets.

FLATS: WESTMINSTER

Stillman and Eastwick-Field

In Hide Place, for Westminster City Council (Director of Housing, E. J. Edwards): 160 flats in a single 22-storey block, raised 16 ft. above ground level and with a community-room and laundry on the roof. Work is expected to start in the summer.

Most of the flats are bed-sitting rooms or one-bedroom flats, but in the lower ten storeys are 20 three-bedroom flats. The smaller flats are intended for occupation by old people. Concentration in one block has allowed the rest of the site to be laid out as a garden, with space for parking. Bathrooms are artificially ventilated and lit.

Construction: reinforced concrete frame with external cladding of storey-height precast concrete units with a white exposed aggregate. Heating is by electric floor panels.

Associate in charge: R. Smorczewski. Structural engineers: Charles Weiss and Partners. Quantity surveyors: Harry Trinick and Partners.

BARRACKS: CHELSEA

Tripe and Wakeham

To replace the present Chelsea Barracks on the same site. The existing chapel will remain. Accommodation is provided for two battalions of footguards. Besides the living-quarters there are battalion

[continued on page 67]



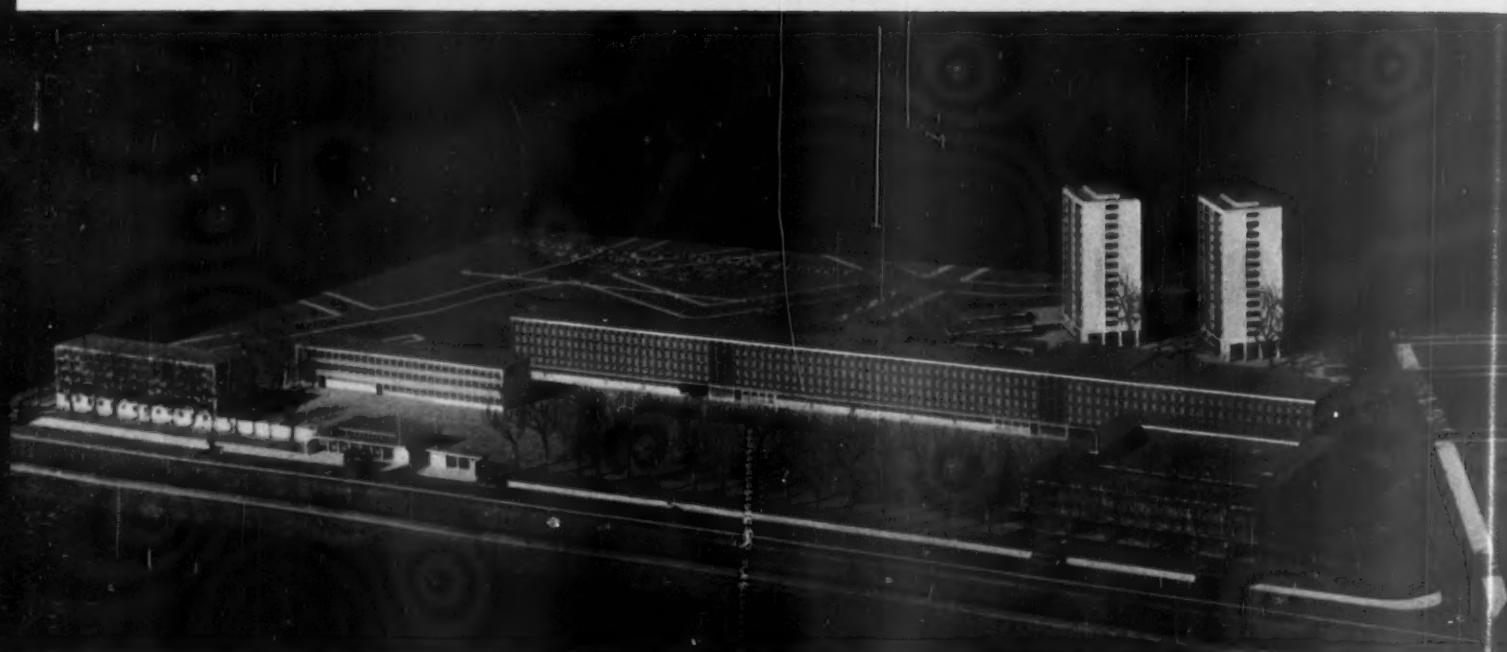


Left, twenty-two storey block of flats in Hide Place, Westminster, by Stillman and Eastwick-Field—see page 64.



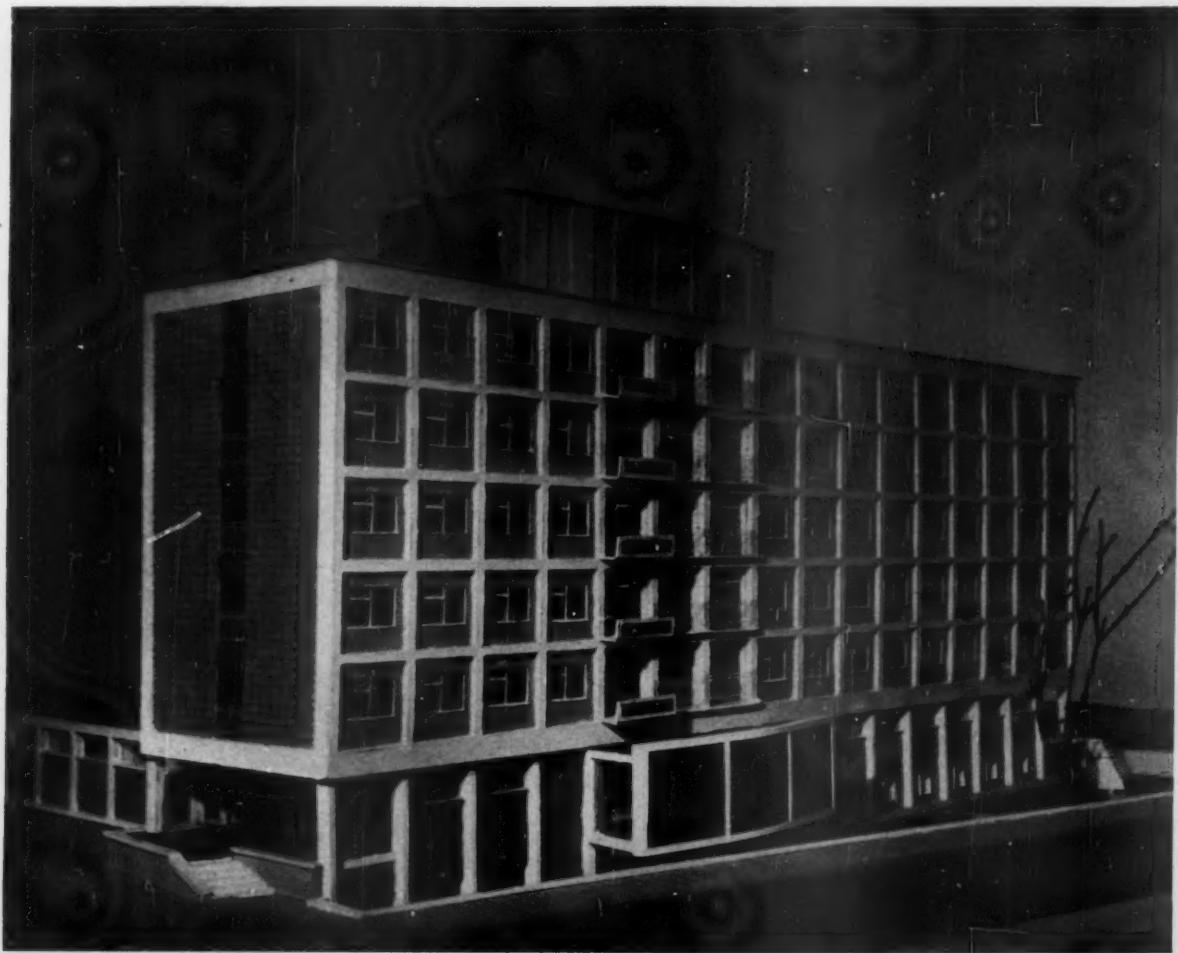
Mixed development in Berwick Street, Soho, by L. C. Holbrook, of Riches and Blythin—see page 64. Top of page, by day; above, at night. The tower contains flats and the three-storey building, fronting on to Berwick Street, offices or workshops with ground-floor shops.

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The new Chelsea Barracks, by Tripe and Wakeham, from the direction of Chelsea Bridge Road. The long low building is the main barrack block, standing behind the parade ground; the two tall blocks contain married quarters and are set at an angle so that their main facades are parallel to Ebury Bridge Road—see page 67.

10. HOUSING



Police section house, Golden Lane, by J. Innes Elliott, Chief Architect, New Scotland Yard. Left, looking towards the corner entrance and showing the main wing with living quarters on the upper floors—see page 67.

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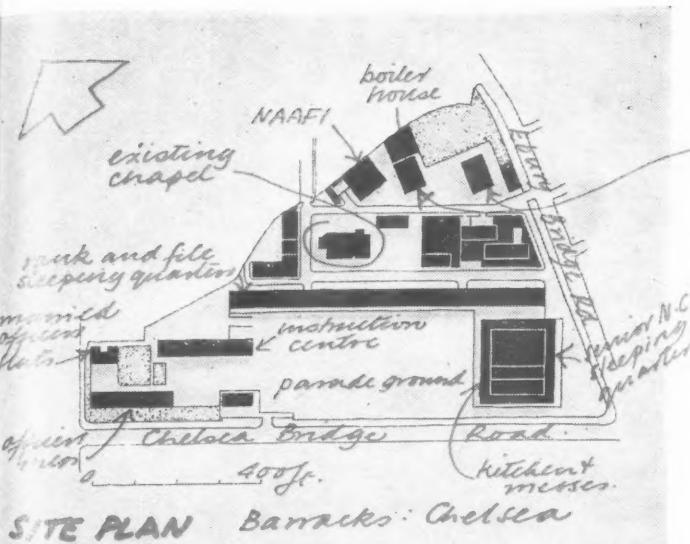


continued from page 64]

and company offices and stores, guard-rooms, rank-and-file dining-rooms and kitchens and senior NCO's messes; officers' mess, education and instruction centre; NAAFI shop; junior ranks club; swimming-pool, gymnasium, etc. Living-quarters comprise the main barrack block and married quarters with 52 three-bedroom and 50 two-bedroom flats. Construction will start in September or October.

Most of the buildings are planned on an 8-ft. grid. The structure is reinforced concrete, with hollow-tile and concrete rib floors to give flush ceilings. Cladding is brick or glass with some Portland stone. The external walls of the education centre and main dining-rooms are fully glazed. Window frames and frames to spandrel panels are hardwood, the panels being filled with coloured glass. Windows are metal, specially designed but standard throughout the job. Lavatories are planned round internal walk-in plumbing ducts. Heating is from a central boiler-house.

Structural engineers: Wilton and Bell. Heating and ventilating engineers: Kennedy and Donkin. Electrical engineers: Barlow, Leslie and Coombes. Quantity surveyors: Langdon and Every.



POLICE SECTION HOUSE: GOLDEN LANE, LONDON

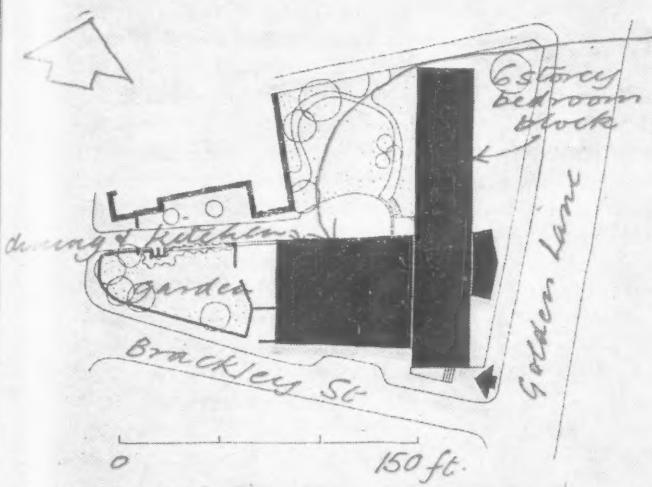
J. Innes Elliott (Chief Architect, New Scotland Yard)

On an island site, which it shares with a bombed church later to be rebuilt. Construction is expected to begin in mid-1959.

A 6-storey block houses 120 single policemen, each having his own bedroom. Day-rooms such as lounge, quiet room, television room, billiards room, canteen and kitchen are on the ground floor under the bedroom block and in a single-storey wing facing Brackley Street. Parking space for 22 cars has been provided in the lower ground floor, approached by a ramp from Viscount Street. At the same level are a physical training room, changing room, uniform room, cleaners' room, etc., and in the basement is the boiler-room. It was required that the main block should be of the same height as the existing maisonettes in Fann Street and set at right-angles to them.

Construction: reinforced concrete frame faced with precast stone and brick panel infilling. The panels below the first floor on the main block are precast of knapped flint. Heating is from ceiling coils.

Senior architect: D. T. Edwards. Executive architect: I. F. Warwick. Assistants: D. A. Bowen; R. H. E. Bull; F. F. Stockley; S. S. Clerici; N. C. Verrells (model). Engineers: Maurice Nachsen and Partners. Quantity surveyors: F. J. Meekins and Partners.



FLATS AND SHOPS: ST. MARYLEBONE

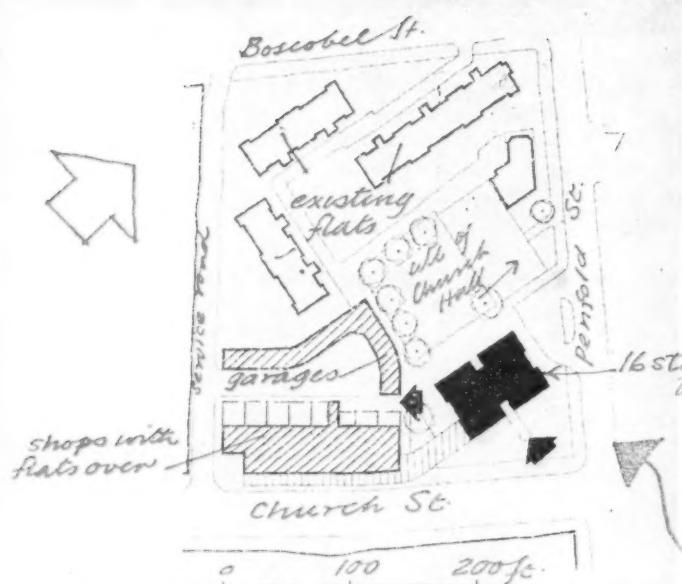
Bridgwater and Shepheard

In Church Street: an extension of a scheme by Easton and Robertson, which was one of the first to be started after the war and was planned in 5- and 7-storey blocks running diagonally across the gridiron street plan. The old scheme conformed to pre-1947 standards of daylighting and layout; the new had to achieve the same density (200 people to the acre) while observing the present standards, which called for high building. Sixty of the flats are in a 16-storey tower block. Construction will start in the spring.

The low block has 16 small flats over eight shops on the line of Church Street. The high block has four flats per floor, over a ground floor of lock-up shops. The high block is at the same angle to the street as the earlier blocks, and has single-stair access from a ventilated lobby with two lifts. A group of garages lies behind the shops. A site is provided for a church hall to be built later.

The low block is of brick, slate-roofed, over concrete-framed

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SITE PLAN Flats & Shops : St Marylebone



shops. The high block is concrete framed, clad with brick carried on the exposed edge beams with plain concrete surfaces. Windows are reversible side hung. Heating is by electricity in floor screeds.

Consulting engineer: Felix Samuely. Quantity surveyors: Crosher and James.

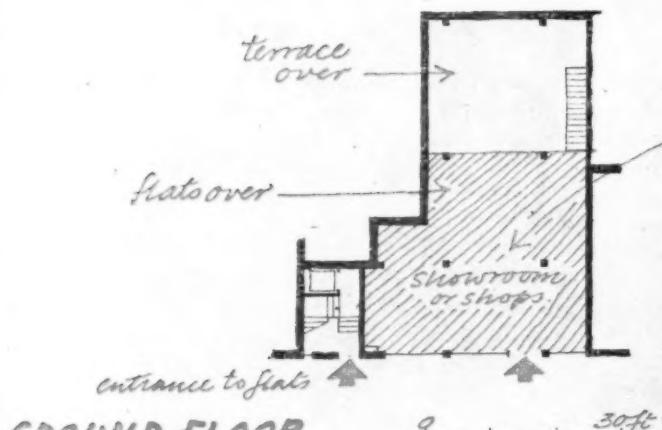
FLATS:-CRAWFORD ST., LONDON

Douglas Stephen and Partner

For G. Lilly and Co. On the site of two terrace houses which are to be demolished. The block contains showroom or shops on the ground floor, with basement; flats on the first and second floors and a maisonette (designed for a specific client) occupying the third and fourth floors. The flats have a separate entrance with stairs and lift. The starting date has not yet been fixed.

Construction: reinforced concrete frame with hollow-tile floors. On the front elevation the frame is fair-faced with marble aggregate; infill panels are brick. On the rear elevation the frame is fair-faced, also with brick panels. The concrete staircase to the maisonette is bush-hammered. There is electric panel heating on all floors.

Assistant architect: Panos Koulermos. Consulting engineers: R. J. Crocker and Associates.



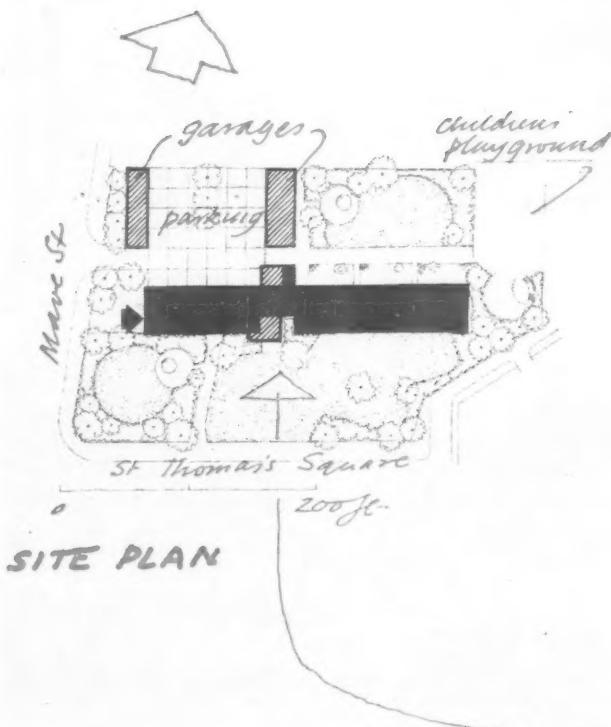
GROUND FLOOR

Flats: Crawford St.
London



FLATS: HACKNEY

Eric Lyons



On the London County Council's Frampton Park estate. A scheme for the same site, providing flats, maisonettes and shops, was illustrated in the AR Preview issue, January, 1957. The plans have been since changed, and the present scheme, which will begin shortly, provides flats only, in one 10-storey block, all with living-rooms facing south over St. Thomas's Square.

There are 93 flats, arranged as follows: 15 bed-sitting room flats for young couples or old people, and 15 two-room flats, placed on the second, fifth and eighth floors, allowing space for a broad promenade on these floors, along the north side; 30 three-room and 30 four-room flats on the remaining upper floors; 3 five-room flats on the



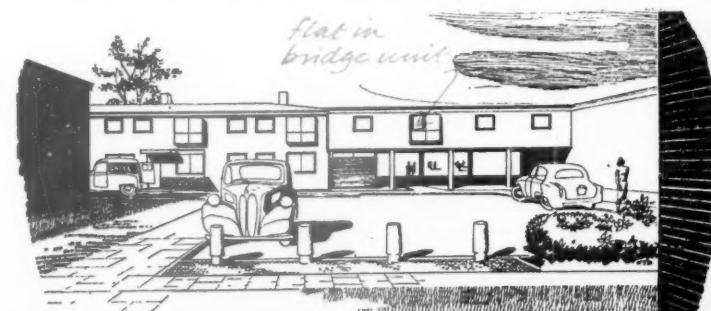
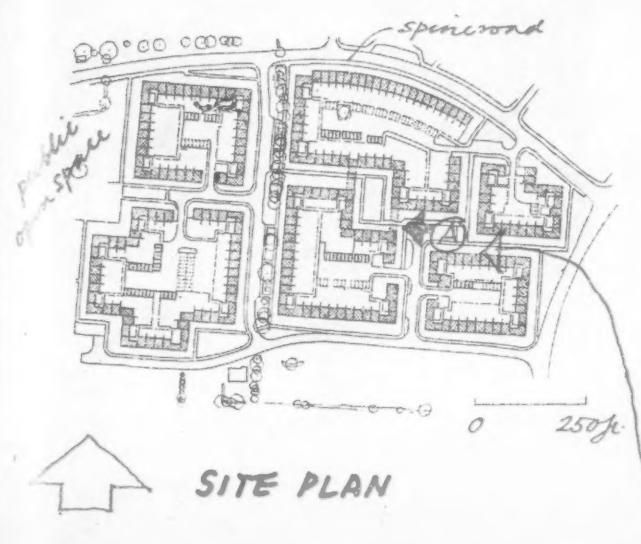
ground floor. There are also tenants' stores (one to every two flats) on the ground floor, and surrounding a service area on the north side of the site are 12 garages and 18 parking-spaces. On the north-east side, where walls are high and disturbance least, are children's playgrounds. There is only one entrance to the block, which is approached by two footpaths, one passing under part of the building and the other crossing the gardens from the square. The promenades on the second, fifth and eighth floors are reached by lifts. Flats on other floors are reached by one flight of stairs up or down from the promenades. The larger flats have private balconies.

Construction: reinforced concrete cross-walls and floors, with reinforced concrete external walls used as beams to their full height. Facing is brick. The flats have electric underfloor heating.

TWO-STORY HOUSES: BASILDON

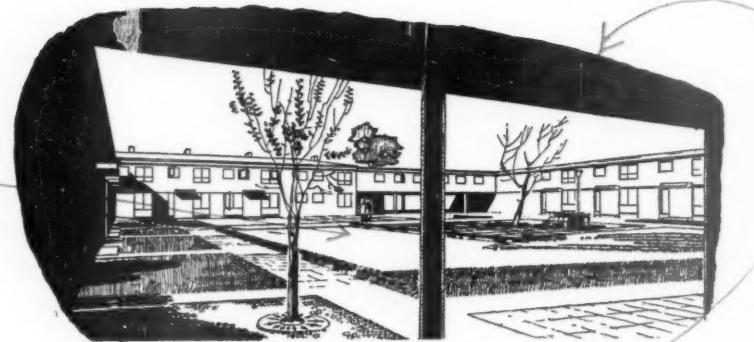
A. B. Davies (Chief Architect, Development Corporation, in succession to N. Tweddell)

Ghyllgrove housing area No. 1, in the new town, providing 268 dwellings at a density of 18 to the acre. Work on the site began last



10. HOUSING

View from A
in site plan
showing central
square



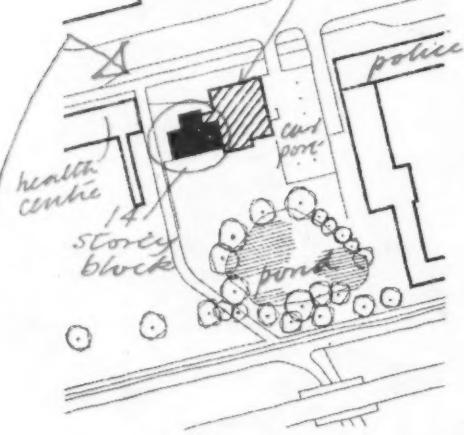
October and completion is expected in July, 1960.

The houses are laid out on the rear-access principle and surround a central square. The pedestrian approaches to the square are broad paved areas passing beneath bridge units. The landscaping mostly consists of hard areas, grass and planting being kept to a minimum to conform with the character desired near the town centre.

Construction: load-bearing brick with a facing-brick finish predominating but some precast concrete panel and colour-washing. The bridge units are supported on reinforced concrete columns, and have flat roofs. Other roofs are slated, to a $22\frac{1}{2}$ degree pitch, with a deep asbestos fascia and aluminium box-gutter.

Senior architect: J. Farber. Group leader: M. R. Bool.

single storey dining,
kitchen & recreation
block



SITE PLAN

HOSTEL: STEVENAGE

L. G. Vincent (Chief Architect, Development Corporation)

In the centre of the new town: for apprentices of the English Electric Co. The building is 14 storeys high and will be the highest structure in Stevenage. Work has just begun.

Accommodation is provided for 72 apprentices, mostly in bed-sitting rooms with communal bathrooms on each floor. The ground floor contains a dining-room, kitchen, games rooms and lounges. The quiet lounge has been planned away from the billiards and table-tennis rooms and may be used for study. Access to the upper floors is by lift or a single staircase. Instead of garages a series of car-parks has been planned to accommodate cars and motor-cycles.

Construction: reinforced concrete floors and walls. Cladding is brick. Heating is by underfloor embedded electric coils.

Architect in charge: R. Gorbing. Assistant architect: J. Scott.







COUNTER-ATTACK

PROGRESS REPORT

After eighteen months of operating the Counter-Attack Bureau it might be useful to set down, in the light of experience, what it can do and what it cannot. This note is followed by typical cases including some of those which for one reason or another did not appear in the monthly articles.

The first thing to say about the Bureau is that it is microscopic; it is really a long-sounding name for Gordon Cullen and myself. This reason is inevitable and financial—telling the truth as one sees it without fear or favour is not usually a profitable occupation—but in any case such an organization could never consist of more than about half a dozen loosely-linked members without setting up just that sort of top-heavy administration which is one of the chief causes of subtopia (if there are enough sub-committees nobody need think).

Consequently, being small, it must be largely an advice bureau—a reservoir of new ideas, or new angles on old problems, or (principally) different ways of making up an exciting environment out of random chaos. Most of our cases can only consist of advice—always given only after a visit to the site unless the problem seems purely legal or administrative or is trivial *prima facie*; simply a statement of what we think, for the local people to accept or reject¹ in carrying on with their campaign.

At the other end of the scale are the cases of national importance which are being fought locally in a hard-headed common-sense way, and to which we are giving as much help as we can—advice, publicity, expert witnesses, help with legal representation. There can only be three or four of these cases in a year—last year, Westgate Fields, Chichester (AR Oct. 1957); this year Poole (AR Jan. 1958); Aberdare (AR Oct. 1958) and the Royal Arcade at Newcastle, described below. At Aberdare, for example, the townspeople are going ahead with their own Town Map after advice from us, but entirely on their own initiative and incorporating their own ideas: this is the ideal situation. Between these extremes are cases where we provide publicity for a specific purpose—to state the problem so that public opinion can decide whether it wants a Public Inquiry, for example. So often things are rushed through, legally

but immorally, so that as few people as possible know as late as possible.

This year the total number of cases we have handled is about two hundred; of these about a hundred and forty required or received advice only, about fifty-five were given publicity in various places, local and national, leaving half-a-dozen full scale cases.

From all this some general conclusions have become clear and it may be worth while to put these down:

First, that provided there are no national unseen pressures,² a Public Inquiry will provide a fair hearing and common sense. Ministry decisions are often decried for being inconsistent; all the evidence shows that in fact they are following the best rule of all—that circumstances alter cases. The worst features of the Inquiries are the attempts of official lawyers to treat them as being criminal cases with the objectors as defendants; the only thing to do here is to ignore the resulting unpleasantness, which is what the inspector does. For any local dispute an Inquiry is the best thing to aim for.

Second, that in cases involving central government the main problem is to put all the facts before the right person at the right time, and the right person is usually pretty high up in the Ministry. Normally, in Ministries, the higher one goes, the more tolerance, intelligence and understanding one gets—the difficulty is getting there, and in some cases knowing where to go in the first place.

Third, that some local authorities—a minority, but a perceptible one—are as malicious, stupid, ignorant and dictatorial as any Gauleiter administration. Sometimes this is the fault of the council officials, far more often the fault of the party political set-up of local government, the worst single factor in making the face of Britain the characterless mess it so often is. The view of the Ministry is that local government should solve local problems and if the people do not like their local government they should change it. This may be fine in principle but in practice a tory/socialist minority in a socialist/tory borough (the label is immaterial) stands no chance of a fair deal if the council is animated by false pride or some sense of class warfare, and quite a few are. In some cases it takes the greatest of effort even to persuade the borough surveyor to meet the residents! At the moment we do not stand in much fear of dictatorship from Whitehall but we already have quite a good line in dictatorship from the Town Hall.

Finally, five requests to those about to report an outrage:

1. tell us early. If the relevant council

¹ Quite often they do reject it, because we are not part of a down-with-progress movement and some of our applicants seem to be.

² As there were at the atomic station inquiries, e.g. Nobody could pretend that these were more than a formality.

meeting is in two days time only Divine intervention will have any effect.

2. tell us fully, preferably with sketches and photographs.

3. be prepared to think, organize and act for yourselves; we can only help where there is self-help too.

4. please be sure in your own mind that you have a worthwhile case.

5. please remember that we are NOT a preservation society. Our job is to try to fit A and B together so that life is more fun not less. This may incidentally mean preservation—particularly preservation of a pattern rather than individual buildings; but only incidentally.

Ian Nairn

BUREAU CASES

Newcastle. The City Council wants to demolish Dobson's Royal Arcade, 1, and 2, one of his best buildings (part of which is in very good condition, part shabby but easily repairable) to make a big roundabout at the junction of Pilgrim Street and Mosley Street. This is a bottleneck now, and experience in London seems to show that roundabouts by themselves make conditions worse, not better, when there is very heavy rush-hour traffic (Hyde Park Corner, Marble Arch) because they are self-jamming. The solution in Newcastle is a multi-level system, which could be built without



1. front of the Royal Arcade, seen from Mosley Street. The proposed roundabout will take in the Arcade and about seventy-five yards frontage to the north of it—a sizeable chunk out of the middle of the town.

2. looking west down Mosley Street from inside the arcade, which is used for offices at present: there is no reason why it could not become a pedestrian link between bus station and railway station, with shops to match.

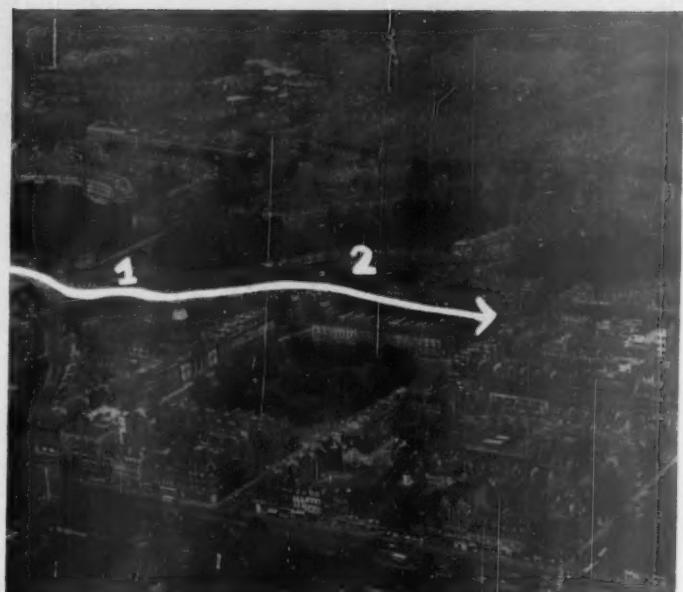
demolishing the arcade, which would fit into Newcastle's existing riverside pattern of repeated road and rail flyovers and extreme changes of level and for which the vertical separation and the vacant land exists already. The arcade could also be converted—with a little imagination, which has been noticeably absent from this case so far—into a pedestrian link between the main railway and bus stations. The Ministry of Transport, who have to find most of the money for this Council-designed roundabout (which will cost £500,000!) are calling a public inquiry for the New Year. This proposal does not seem to make sense in traffic terms, let alone architectural ones. The Royal Fine Art Commission has, we understand, already said so, in no uncertain terms.

London, Ovington Square, S.W.3. Sharawaggi can be good fun and London is made up of them: but the building that has filled the gap in the otherwise complete Ovington Square (stucco classical of c. 1850) isn't quite in this category, 3 and 4. Ovington Square was simply a colour equation—green in the middle, white around the edges—and any new building ought either to have respected it (heaven knows, the conditions were general enough) or else tried to create something entirely different. This building does neither and simply forms a textbook of bad manners: different size, colour, rhythm, materials—and all *pointlessly* different, which is the exasperating thing. It is certainly 'modern,' which is small consolation, when it could so easily have been modern and sympathetic. England in the 1930's pioneered the adding of new to old without compromise but with sensitivity—Connell, Ward and Lucas at Redhill, McGrath at Chertsey, Lionel Brett at Ascot: where has the spirit gone to-day?



3 and 4, the effect of the new block in Ovington Square, seen close up and in perspective. Monochrome shows well enough the disruption of the rhythm and scale of the square; it cannot give any impression of the effect of multicoloured bricks and varnished woodwork on what was originally a 'colour equation.' Moved two hundred yards, to the Brompton Road, this building would have fitted in well enough.

5, an aerial view of Edinburgh's West End. The white line shows the proposed new through route which will involve removing the trees in Randolph Crescent (marked 1) and sawing off a corner of the planting in Ainslie Place (marked 2); the road would be asphalt throughout. The map, 6, shows the present layout; both map and photograph give some sense of the intricate and subtle interlocking of buildings and landscape which makes the New Town unique.



5

Edinburgh, Randolph Crescent. This is merely a matter of a road surface and a group of trees in the centre of one of the New Town Crescents, but a fundamental principle is at stake. The City Council want to turn an existing short cut for those who know into a through road for traffic coming from the N.W. of Edinburgh to the back of Princes Street. This will involve removing the trees in front of Randolph Crescent for a round-about and taking a slice off the central space in Ainslie Place, replacing the existing setts with

the street widened. Another group wanted an open square here and due to the local government game of musical chairs, they are now in power and seem likely to get it. The site is actually a plateau at the top of the town with a good view S.E. to the Pennines, and an open square (even without any buildings around, which might be disastrous in a low-lying town) would be a good thing here—as long as it is done in an urban way: no shrubs and rustic walls, preferably no grass: just setts and seats, and also big trees and a small market if either can be encouraged.



asphalt (see plan, 6 and photograph, 5). There is far more involved here than a few trees and some cobbles: this sort of treatment will destroy the whole spatial sequence intended by the builders of the New Town. The Edinburgh Council, blithe fellows, seem to think that 'opening up' the view of the Crescent will improve it. To be frank about this, the elevation of the crescent is not good enough to stand 'opening up,' nor was it intended to. Picturesque design was always intended as a blend of buildings and trees. Similarly, an asphalt band streaking diagonally across one corner of the elliptical Ainslie Place would be as disastrous as a channel gouged out of the stonework of the buildings: in this sort of layout buildings, trees and floor have almost equal value. This case, also, is going to public inquiry in the New Year.

Colne, Lancs. Colne is a small cotton town on a hill top without any proper centre. Demolition had provided an open space opposite the church which was to have been weakly rebuilt as before but with

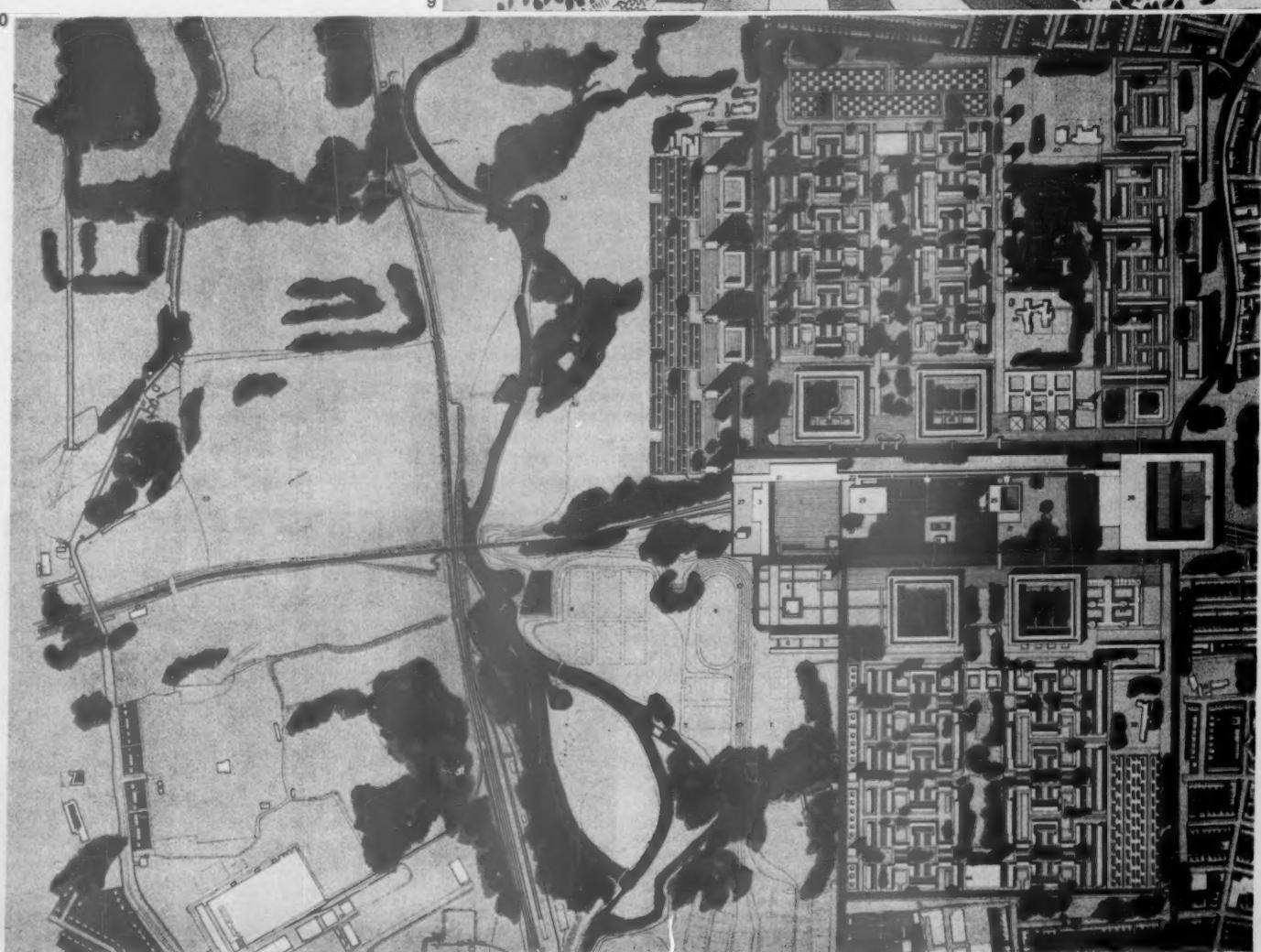
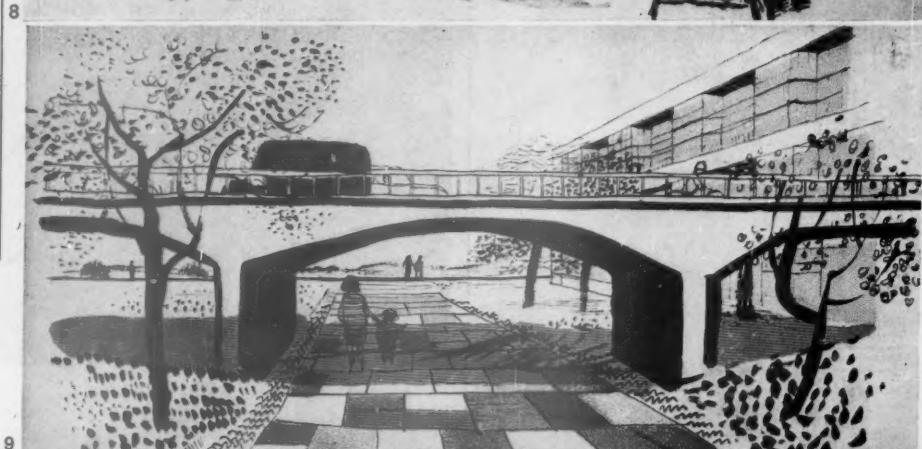
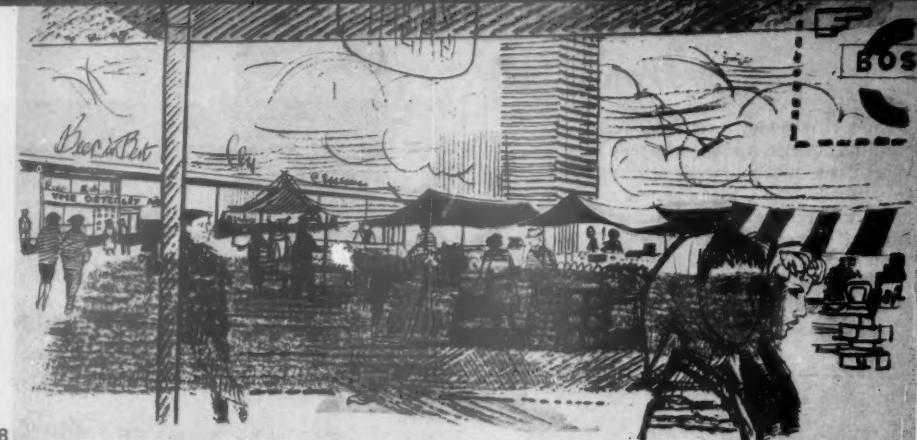


7, Ship Street, the main Fishguard road at its narrowest point. Clearly, it is too narrow, and some of the buildings on the right-hand side must come down. But in rebuilding they should not simply be weakly set back; there will be more land than is needed for the widening, and this could be used to create a tiny wedge-shaped square on the pattern of the other open spaces of Brecon.

BOSTON MANOR

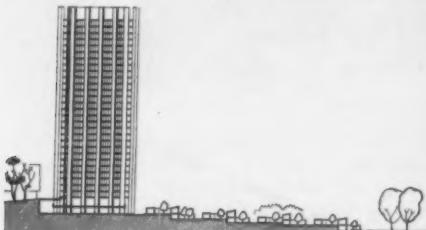
The housing solution for London is at the moment flats in the centre and overspill beyond the Green Belt. Nobody has yet tried to build character and living space into the existing sprawl, the weary acres of Essex, Middlesex and Surrey, to redistribute the pattern of London from being a pyramid to being a set of peaks and troughs. Yet, in fact, a great deal could be done simply by redistributing the population inside the built-up area: the land is there, as we have been saying for so long, in Counter-Attack and elsewhere; it is entirely a matter of how it is used. There is no reason why London Town should not bear the same relation to Greater London as Birmingham does to the Black Country; a dominant in some things, a partner in others, such as providing routine offices and factories. With the absurd rush hour movement eased and suburban towns becoming centres of their own there might even eventually be what Paul Jennings has called a lightening: a shrinking and self-containment so that each borough could be surrounded by a strip of fields or woods (and again there is enough public open space to do this, if it is organized and not cut up into statutory dollops):

Three of the illustrations from 'The Living Suburb' in Architecture and Building. 8, the square on market day with the hotel tower in the background. 9, traffic carried over the pedestrian way leading to Osterley Park. 10 the suggested layout of Boston Manor, with Osterley Park on the left.



separating Ealing from Acton, Acton from Wembley, Wembley from Willesden.

Blithe theories. And theories they have remained apart from laudable recent attempts by the LCC to persuade offices to move out to the suburbs, until the remarkable September and October issues of *Architecture and Building*. There, a team made up of Chamberlin, Powell and Bon, Graeme Shankland and David Gregory Jones have worked out detailed proposals—administrative and



11, section through the thirty-storey hotel block and terraced patio housing.



12, sectional perspective of one of the six-storey quadrangles of flats and maisonettes adjoining the market.



13, the patio houses, with two-storey bedroom blocks linked by screen walls, with the living rooms beyond.

financial, as well as architectural—for creating a new centre at Boston Manor, midway between Ealing and Brentford. Several sites were considered, Boston Manor being finally chosen because of the combination of available vacant land, ready-made open space, easy connections to London by through tube, and easy connections to London Airport, hence the chance to provide a new focus for the growing air tourist traffic. The plan would double the present population of 15,000 on the 700-acre site, and proposes a big hotel and shops and offices as well as housing: the authors do not seem quite sure whether they want a self-contained new town or a super-Vallingby, and this is probably very wise, because in fact any such scheme would be both; some would want to live and work there, others would come as they have come to the Span projects, because it would be commuting-with-a-difference.

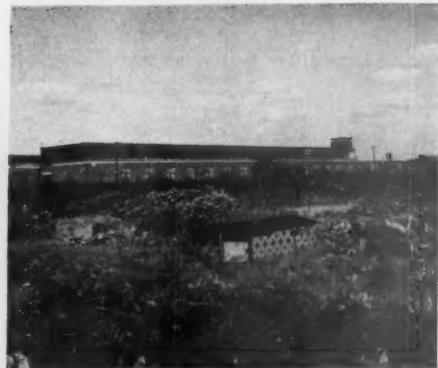
Boston Manor is flat, with ready-made parkland, now largely derelict, sloping down to the west beside the Grand Union Canal, 14; the existing housing is 1890 or 1930 and has humane scale and nice trees, 17—it is a good deal above the Heston-and-Isleworth touch—but nothing else. The railway runs east-west across the site and takes up a lot of ground, 15, with the repair sheds at Northfields, and there is also a lot of under-used ground south of it, 16. The scheme proposes roofing over the railway tracks with several levels—a car parking level, then a big shopping mall with offices, flats and the hotel above. The density of the rest of the area is to be raised with flats with



14



15



16

high density terrace houses with gardens at 90 p.p.a., with patio houses at 170 p.p.a. terraced down the hillside, with terrace squares depending largely on the central open space for recreation, and with six-storey quadrangles of flats and maisonettes at 200 p.p.a.; a very varied range of house

and flat types with extreme imagination used in individual type-plans. It is a first-rate idea, or portmanteau of ideas, presented clearly and ingeniously, and unlike some other recent schemes, it looks as though it would work.

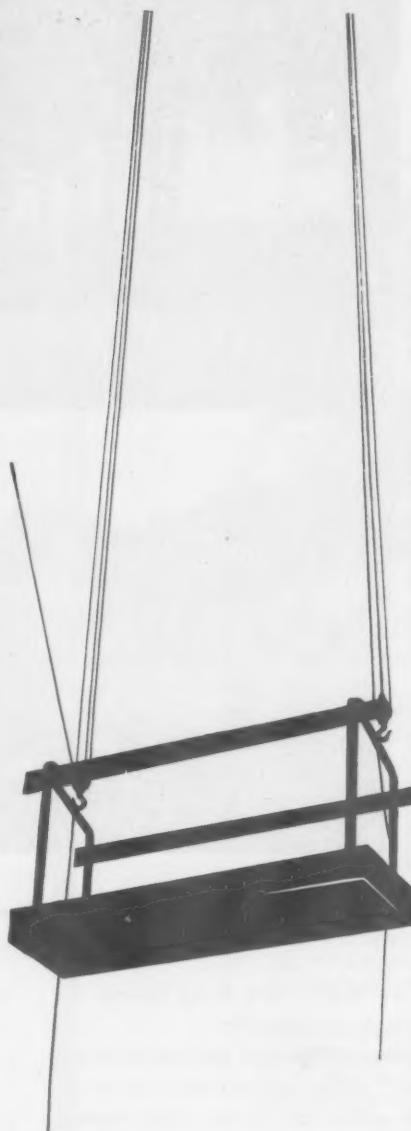
G. Moncur

14-17, the present Boston Manor;

14, the first class ready-made landscape around the Grand Union canal. 15, the huge area taken up by the Underground repair yard. 16, the big area of playing fields and allotments to the south. Both 15, and 16, could be used to start rebuilding without disturbing existing houses. 17, the existing housing and trees.



17



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18



19



20

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true substitute for joining in the real life of the town centre.

Dunstable, Beds, has got this problem, like

[continued on page 78]



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21



22



23



24

21 and 22, sheds and a recently condemned terrace actually opposite the west front of the abbey, not troubled by any through traffic. 23, is further north-east and overlooks the town's bowling green; 24 is part of a much larger site further north-east again including a derelict walled garden and a patch of land as big as a small park.

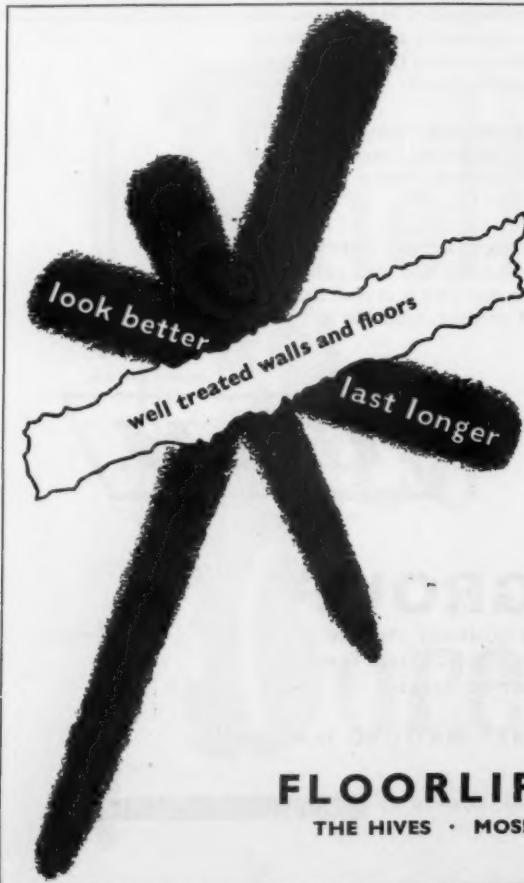
continued from page 76]

almost everywhere else; it is having trouble in persuading the old people to go and live one-and-a-half miles from town in one of the council estates the excuse given is that no land is available for rebuilding in the centre of the town. It is an old excuse, and one that the Counter-Attack Bureau has never really believed in; so I went to Dunstable, purely as an experiment, to see how much genuinely derelict land there was. Dunstable is an ordinary busy English semi-suburban town which at the moment is sharing Luton's expansion so that there was no question that the main streets would be gap-toothed; but immediately one got to

the back all sorts of sites presented themselves, some of them almost too good to be true—derelict ends of gardens, overlooking a public park, 19 and 20, empty cottages and sheds opposite the west front of the abbey, 21 and 22, disused ground overlooking the town bowling green, 23: a deserted walled garden and a patch of ground the size of a small park given over to weeds and old huts, 24. The air photograph¹, 18, gives the pattern better than description can. This was a complete outsider's survey of only a fraction of the town—there are probably several difficulties in the way of each one of these sites. But surely here is the proper use of compulsory purchase, instead of its present widespread employment to evict hapless freeholders who don't fit in with the borough surveyor's ideas (it would be nice

[continued on page 80]

¹ Where possible the REVIEW is taking its own air photographs both for jobs and for townscape articles.



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continued from page 78]

to see some compulsory purchase of the immense acreage of unused land owned by the railways, for example). Obviously, also, there might have to be some readjustment of public open space on an exchange system—but all this would be quite practicable. The point is that the often-hawked excuse of 'no available land' is simply not true: the land is there and the people who want to live on it are there—not only old people: young childless couples, non-gardeners, shop managers, students.² There is no need for anyone who wants to stay in the centre of town to be forced to move out—in Dunstable or anywhere else.

Ian Nairn

² At Godalming in Surrey small terrace houses are being built on sites like these as a private speculation—and are proving successful.

CONTRACTORS etc

Town Centre, East Side, Hemel Hempstead. (Hemel Hempstead Development Corporation). **Architect:** H. K. Ablett. **General contractors:** Leslie & Co. **Sub-contractors:** Plumbing: J. C. Teogood Ltd. Paints: Hadfields (Merton) Ltd. Painting contractors:

C. & T. Painters Ltd. **Mastic painting:** Mann-Reddington Ltd. **Cork flooring:** F. E. Charman Ltd. **Thermoplastic tiles:** Marley Tile Co. Ltd. **Windows:** Crittall Manufacturing Co. **Electrical:** Lee, Beesley Ltd. **Floor heating:** Heating Investments Ltd. **Joinery:** Hollis Bros. Ltd. **Vitreous enamel panels:** Defiant Enamel Co. **Precast concrete:** London Ferro-Concrete Co. **Floors:** C. H. Chaston Ltd.

Housing Redevelopment, Sheffield. **Architect:** J. L. Womersley (Sheffield City Architect). **Heating and ventilation:** G. N. Haden & Son.

Bath House, Coventry. **Architects:** Arthur Ling (Coventry City Architect). **Contractors:** H. Clarke & Sons.

Retail Market, Sheffield. **Architect:** J. L. Womersley (Sheffield City Architect). **General contractors:** Wm. Moss & Sons Ltd. **Sub-contractor:** Heating and ventilation engineers: G. N. Haden & Sons.

Factory Offices, Grimsby. **Architect:** J. Douglas Mathews & Partners. **General contractors:** Richard Costain Ltd.

Factory Offices, Poole. **Architects:** Farmer & Dark. **General contractor:** James Drewitt & Son. **Sub-contractors:** Reinforced concrete frame: Mears Bros. (Contractors) Ltd. **Precast concrete staircase:** Art Pavements & Decorations Ltd. **Bituminous felt roofing:** Permanite Ltd. **Suspended**

ceiling: Hermeseal Acoustics Ltd. **Internal partitions:** Holoplast Ltd. **Venetian blinds:** J. Avery & Co. **Curtain walling:** Williams & Williams Ltd. **Vinyl asbestos flooring, rubber tile flooring:** Marbolith Flooring Co. **Vitreous mosaic wall finish:** Art Pavements & Decorations Ltd. **Heating installation:** James Combe & Son. **Electrical installation:** Aish & Co. **Zinc roofing:** Holloway Metal Roofs Ltd. **Plenum chamber steelwork:** Bourne Steel Construction Co. **Facing bricks:** Chas. Mitchell & Sons. **Strong room door:** Chubb & Sons. **Aluminium blind boxes:** Ford Vincent & Co. **Dome roof lights:** James Clark & Eaton Ltd. **Sanitary fittings:** Stitsons Sanitary Fittings Ltd. **Sliding door gear:** P. C. Henderson & Son. **Under floor ducting:** The Key Engineering Co. **Cloakroom fittings:** James Seiber Equipment Co. **Staircase balusters:** Savack Service Ltd. **Steel cycle holders:** Le Bas Tube Co. **Street lamp standards:** The North Midlands Engineering Co. **Circular concrete roof lights:** Sharp Jones & Co. **Spray apparatus to pond:** British Overhead Irrigation Ltd. **Rubber cover strips to rooflights:** The Expanded Rubber Co. **Concrete (structural) waterproofer:** Trebil Ltd.

Offices and Showrooms, Berners Street, London. **Architect:** Slater & Uren. **Main contractors:** Holloway Bros. (London) Ltd. **Sub-contractors:** Heating and Ventilation: Ellis (Kensington) Ltd. Electrical services: Duncan Watson (Electrical Engineers) Ltd. Windows and curtain walling: Henry Hope & Sons. **Lifts:** Otis Elevator Co. **Faience:** Hathernware Ltd. **Sanitary fittings:** Shanks & Co. **Rolling**

steel shutters, gates and portcullises: Haskins Ltd.

College of Technology, Huddersfield. **Architect:** Frederick Gibberd. **Main contractors (1st and 2nd instalments):** Wm. Moss & Son. **Sub-contractors:** Structural steelwork: S.G.B. Welded Structures Ltd. Heating, ventilating and domestic services installation: Pearson Installations Ltd. Electrical installation: T. W. Broadbent Ltd. Metal windows and steel cills: Hellawell & Co. **Lifts, laboratory block 1:** Hammond & Champness Ltd. **Laboratory fittings (1st instalment):** James Wadsworth & Sons. **Waste plumbing to laboratory block 1:** H. G. Stringer & Sons. **Terrazzo lavatory partitions (1st and 2nd instalment):** Conways Ltd. **Patent shutter gates (1st instalment):** Bolton Gate Co. **Balustrading (1st instalment):** Attrills Gates Ltd. **Black-out blinds to laboratory block 1:** Northampton Sun Blind Co. **Steelwork for overhead travelling crane:** R. Smith (Horley) Ltd. **Patent shutter gates (2nd instalment):** Potter Rax Ltd. **Lifts, laboratory block 2:** Pickering's Ltd. **Lifts (administration and catering block):** Electro Lifts Ltd. **Floor tiling:** Marley Tile Co. **Glazing:** Faulkner Greene & Co.

Methodist Church, Mitcham. **Architect:** Edward D. Mills & Partners. **General contractors:** James Longley & Co. **Sub-contractors:** Steel roof trusses: R. O. Wright & Co. Roofing: Broderick Insulated Structures Ltd. **Exterior brickwork:** Hall & Co. **Exterior bricks:** London Brick Co. **Internal brickwork:** Sussex & Dorking United Brick Co.

[continued on page 82]

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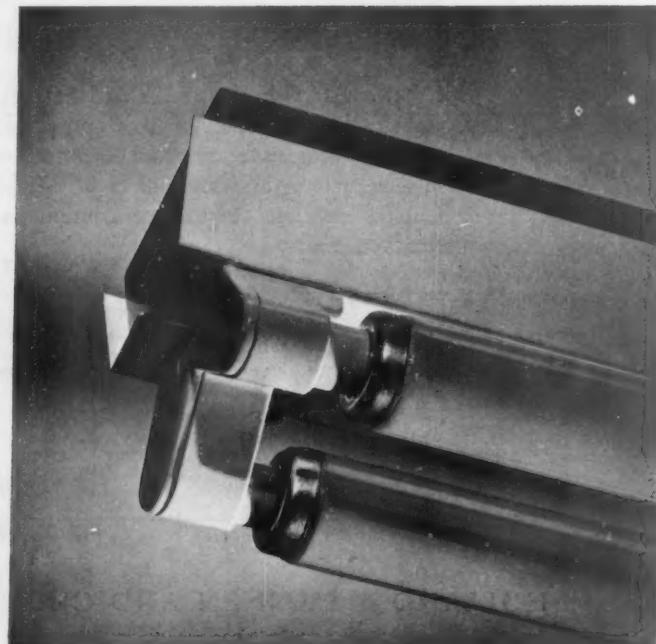
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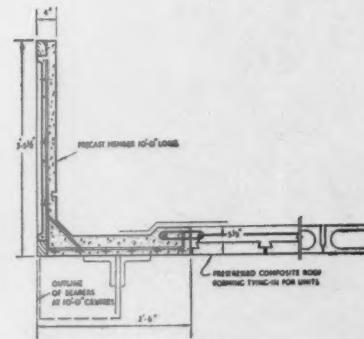
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*Typical detail of the Bison
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continued from page 80]

Presbyterian Church, Belfast. Architect: Munce & Kennedy. Main contractors: Messrs. D. & R. Martin Ltd.

Primary School, Ipswich. Architect: Johns, Slater & Haward. General contractors: G. A. Kenney & Sons. Sub-contractors: Hyperbolic Paraboloid Roofs—Consultants: Timber Development Association. Contractor: Wheelers (Sudbury) Ltd. Heating and hot water installation: Norris Warming Co. Electric contractors: Christy Bros. Ltd. Roofing (felt): Limmer & Trinidad Lake Asphalt Co. Aluminium windows: Alumin Building Components Ltd. Aluminium rooflights: Crittalls Manufacturing Co. Flooring: Granwood Flooring Co. Cork flooring: Marbolith Flooring Co. W.C. partitions: Flexo Plywood Industries Ltd. Sanitary ware: Adamsez Ltd.

Secondary School, St. Marylebone. Architect: Leonard S. Manasseh. General contractors: Gee, Walker & Slater Ltd.

Secondary School, Harrow. Architect: Elie Mayorgas. Builders: Patman & Fotheringham Ltd. Sub-contractors: Structural steelwork, steel reinforcement: T. C. Jones & Co. Metal windows: James Gibbons Ltd. Heating, hot water, gas and ventilation installations: J. M. Kidd & Co. Electrical installations: Kenton Electrical Installations Ltd. Suspended ceilings: Sundeal Board Co. Asphalt roofing: Natural Rock Asphalt Co. Metal balustrading: Light Steelwork Co. (1925) Ltd. Linoleum: Lino Tile Co. Wood block flooring: Jos. F. Ebner (1953) Ltd. Precast terrazzo

w.c. partitions: Standard Pavement Co. Precast reinforced concrete facing slabs: Tercrete Ltd. Precast reinforced concrete floor and roof units: Truscon Ltd. Ironmongery, cloakroom fittings: Comyn Ching & Co. Sanitary fittings: B. Finch & Co.

Grammar School, Twickenham. Phases I, IIA (Classroom) and IIB (Gymnasium). Architects: J. M. Austin-Smith & Partners. Phases I and II (Class-room Block). General contractor: W. H. Gaze & Sons. Sub-contractors: Asphalt flooring: Limmer & Trinidad Lake Asphalt Co. Terrazzo stair treads: Alan Milne Ltd. Cerebos concrete paving: Builders Merchants (London) Ltd. Linoleum floors: G. C. Construction Flooring Co. Metal windows: A. Beanes & Co. Cement glaze: Robbe Cement Enamel Finishes Ltd. Precast concrete floor and roof units: Fabricrete Products Ltd. Wood block and strip flooring: Horsley Smith & Co. Curtain track: Hall & Dixon Ltd. Terrazzo partitions: The Mosaic & Terrazzo Precast Co. Sanitary fittings: Broads & Co. Cloakroom fittings: B. Finch & Co. Veneered paneling: Bakera of Wycombe Ltd. Rod reinforcement: Rom River Reinforcement Ltd. Structural steelwork: Matthew T. Shaw & Co. Facing bricks: Henry J. Greenham Ltd. Bricks: J. P. Walshe & Sons. Electrical contractor: E. W. Merredew & Sons. Heating and gas contractor: J. Cooksey & Son (Ashford) Ltd. Egg crate louvres: Atlas Lighting Ltd. Ironmongery: H. & C. Davis & Co. Porcelain enamel metal panels: Stewart & Gray Ltd.

Phase IIB (Gymnasium Block). General contractor: Walker (Tooting)

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Factory, Basildon. Architect: A. B. Davies, (Basildon Development Corporation). Main contractor: Holland & Hannen and Cubitts Ltd. Sub-contractors: Steel: Scaffolding (Great Britain) Ltd. Foundations and sewers: Scott Hale Ltd.

Pharmaceutical Factory, Hoddesdon. Architect: Edward D. Mills & Partners. General contractors: Holland & Hannen and Cubitts Ltd.

Fish Processing Plant, Grimsby. Architect: Manning & Clamp. Main contractors: Taylor & Coulbeck Ltd. Sub-contractors: Piling: Holm Press Ltd. Concrete roof trusses: Dow-Mac (Products) Ltd. Roofing: Isocrete Co. Heating and insulation: G. N. Haden & Sons. Bricks: W. L. Jackson & Co. Refrigeration plant: J. & E. Hall Ltd. Steel shutters: Potter Rax Ltd. Windows: Crittall Manufacturing Co. Patent glazing: Williams & Williams Ltd. Sanitary fittings: Dawber,

Townsley & Co. Sectional steel water tank: Braithwaite & Co.

Sewage Outfall, Erith, Kent. Architect: Chief Architects Dept. LCC. General contractors: W. & C. French Ltd.

Motor Showrooms, Offices and Garage, Lincoln. Architect: Denis Clarke Hall. General contractor: Gee, Walker & Slater Ltd. Sub-contractors: Myko beams: George Greenwood & Sons. Concrete tie beams: Cawood Wharton & Co. Bricks: George Armitage & Sons. Piling: The Cementation Co. Heating: Young, Austen & Young Ltd. Patent glazing: The Standard Patent Glazing Co. Plumbing: J. H. Shouksmith & Sons. Thermoplastic tiles: Semtex Ltd. Felt roofing: William Briggs & Sons. Garage doors: Bolton Gate Co. Turntable: Entwistle & Walker Ltd.

Department Store and Offices, Birmingham (for Harrods, Ltd.). Architect: T. P. Bennett & Son. General contractors: Taylor Woodrow (Construction) Ltd.

Central Area Flats, Coventry. Architect: Arthur Ling (Coventry City Architect). General contractor: Geo. Wimpey & Co.

Flats at Crawford Street, London. Architect: Douglas Stephen. General contractors: Davies & Rentowl Ltd.

Two-Storey Houses, Basildon. Architect: A. B. Davies (Basildon Development Corporation). Main contractor: W. & C. French Ltd.

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